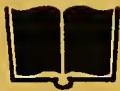


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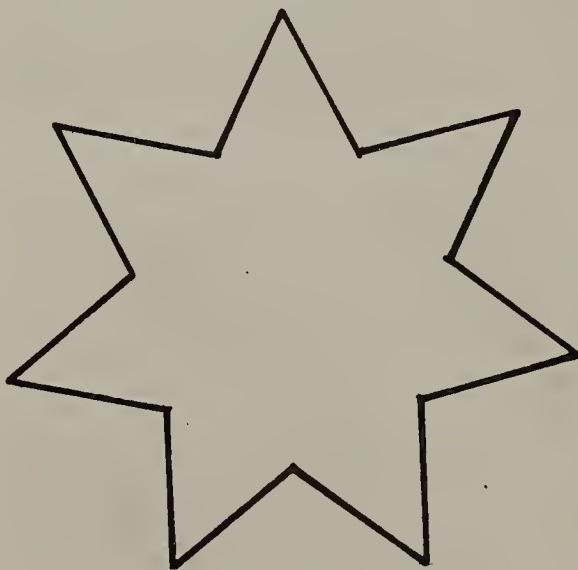
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BEHIND THE SILVER STAR

*An Account of the San Francisco
Police Department*



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BEHIND THE SILVER STAR:**AN ACCOUNT OF THE SAN FRANCISCO POLICE DEPARTMENT**

Compiled by Gladys Hansen, assisted by Frank R. Quinn

Illustrations by Ronald B. Reiss

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"The policeman's lot is
not a happy one."

From Pirates of Penzance
by Gilbert and Sullivan

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MARSHALS

(Title of City Marshal no longer used after 1856)

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Malachi Fallon.....	May 11, 1850
Robert G. Crozier.....	April 28, 1851
David W. Thompson.....	January 1852
Robert G. Crozier.....	November 2, 1852
Brandt Sequine.....	September 14, 1853
John W. McKenzie.....	October 2, 1854
Hampton North.....	July 1, 1855
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POLICE CHIEFS

	<u>Date of Office</u>
James F. Curtis.....	November 4, 1856
Martin J. Burke.....	September 11, 1858
Patrick Crowley.....	December 3, 1866
Theodore G. Cockrill.....	December 1, 1873
Henry H. Ellis.....	December 6, 1875
John Kirkpatrick.....	December 3, 1877
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Isaiah W. Lees.....	April 7, 1897
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George Wittman.....	November 21, 1901
Jermiah F. Dinan.....	April 5, 1905
William J. Biggy.....	September 13, 1907

Date of Office

Jesse B. Cook.....	December 25, 1908
John B. Martin.....	January 28, 1910
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David A. White.....	June 15, 1911
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Francis J. Ahern.....	February 1, 1956
Thomas J. Cahill.....	September 5, 1958
Alfred J. Nelder.....	February 4, 1970
Donald M. Scott.....	September 23, 1971
Charles R. Gain.....	January 12, 1976
Cornelius Murphy.....	January 8, 1980

INTRODUCTION

San Francisco, by virtue of the impact of the discovery of gold in 1849, failed to experience the adolescence characteristic of other major cities of the world. The lure of that precious yellow metal abruptly catapulted a drowsy, sandy, and flea-infested town into a metropolis of world renown. With the arrival of the first Argonauts, as those who first responded to the lure of gold were pleased to call themselves, San Francisco grew by leaps and bounds to become one of the most attractive cities in the world.

Argonauts: One of the contributors to this manuscript vividly recalls the plaintive inscription upon a massive tombstone in old Laurel Hill cemetery which read, "Time is passing swiftly on and Argonauts will soon be gone." Argonauts: They were miners, merchants, bankers, laborers--and policemen.

This narrative is a brief outline of the development of the City's police department from a handful of watchmen to a modern-day organization of 1,722 men and women. In the interest of clarity it is written sequentially in the order of those persons who have occupied the office of Chief of Police, a manner that allows the opportunity of including outstanding events that occurred during each administration and, wherever necessary, those events that overlapped such administrations.

No attempt has been made to cite the innumerable instances of bravery exemplified by members of the police force or to record the indomitable courage of those who gave their lives in the pursuit of their duties. This exclusion is a deliberate oversight, including them would require another volume. Our intent is to present a simple and readable history of the Police Department, its development and its characteristics.

November 28, 1980

CHAPTER I: YERBA BUENA

In July 1847, San Francisco's population was 459. Colonel R. B. Mason, the military governor of California, wrote to Alcalde (Mayor) George Hyde that the town needed a police force. Because Colonel Mason expected a large number of whalers and a large increase in population by the arrival of immigrants, Mason said: "I therefore desire that you call a town meeting for election of six persons, who, with the alcalde, shall constitute the town authorities until the end of the year 1848." As a result, six councilmen, elected as "Police Regulators," became conservators of the peace within the limits of the town.

In addition to these "conservators," San Francisco had previously appointed S. Henry Smith and W. S. Thorpe as constables. On December 17, 1847, both constables were relieved of their duties; and Thomas Kittleman, who had migrated to California with Sam Brannan's group of Mormons the year before, was appointed in their place at a wage of \$50 a month.



Seven-pointed star issued to the Constabulary
during the 1840's and 1850's.

The discovery of gold, on January 24, 1848, proved disastrous to the small force of one constable and six conservators. Gold seekers from all over the world poured into San Francisco and the crime which came with them overwhelmed the seven officers. Looting, brawls, extortion, murder and robbery were common, and criminals operated with bold and arrogant contempt of the law. Bands of hoodlums, amongst which were the notorious Sydney Ducks and the Hounds, terrorized the town. As crime grew, so did resourcefulness of the criminals. On several occasions they set major fires to divert the police and firemen while criminals looted businesses and homes.

On July 15, 1849, under the authority of Alcalde Thaddeus M. Leavenworth, 230 volunteer policemen were deputized and put on patrol. The volunteer police worked quickly. The leaders of the Hounds were arrested and tried by "judges" and "district attorneys" who dispensed with legal technicalities and went swiftly to the determination of guilt or innocence. "Curbstone justice" was meted out swiftly and effectively.

The guilty were hanged or driven out of town, all with a great deal of public support. The actions of the volunteer police slowed crime and caused dissolution of both the Hounds and the Sydney Ducks. Subsequently, with the disbanding of the volunteer force, the Town Council increased the police force to twelve and appointed Malachi Fallon as Town Marshal on May 11, 1850. Fallon, born in Athlone, Ireland, in 1814, had formerly been keeper of New York's Tombs prison. In 1852 Fallon moved to Oakland where he died, May 24, 1899.

Within a year the City's population tripled. In the following year it again doubled; the minuscule force faced the impossible task of policing a crime-rampant city of 20,000 to 25,000 persons.

Gold brought an almost all male population to San Francisco. The City with its countless saloons, gambling dens, bawdy houses and thugs worked industriously to separate the prosperous miners from their gold.

On June 9, 1851, local inhabitants formed the Vigilance Committee, an ad hoc group of citizens who took direct action to rid the City of its criminals. Again, lawless predators were swept into the nets of vigilantes who dispensed with the niceties of law. The accused were tried with an economical swiftness, and the guilty were punished without benefit of appeal.

Two months later, when the Vigilance Committee of 1851 disbanded, the Town Council reorganized the police force, with as much shortsightedness as it had before. A force of 50 patrolmen, two captains and two assistants, 54 in all, were appointed to police a city that had required several hundred men to "clean up." The newly reorganized force patrolled the City on foot from headquarters in the City Hall, located in the former Graham House on the northwest corner of Pacific Street and Kearny Street.

Three years later, businessmen organized a group of merchant police called "Special Police" to protect their businesses, as an augmentation to the regular police force.

The thirty-officer force allowed by the Consolidation Act of 1856 could not cope with the rising crime rate which once again plagued the City. The murders of U. S. Marshal William H. Richardson and James King of William, publisher of the San Francisco Bulletin, caused a determined citizenry to create the Vigilance Committee of 1856. This Committee, a formidable army of several thousand men, defied both City and State authorities and, with a vengeance, attacked the City's criminal element, disbanding only when all known criminals were either banished or hanged.

In 1863 the Consolidation Act of 1856 was amended by the State Legislature, and the police force was increased to 40. The Chief was elected by popular vote and a police commission was created. In November 1856 James F. Curtis, a "chief" of the Vigilance Committee of 1856, was elected Chief of Police.

By 1860 San Francisco had grown from a turbulent and "scofflaw" town to a more respectable city. Crime had not been abolished, but it had been appreciably lessened. Families were established, men were working at steady jobs, and the foundations for a thriving commercial community had been established. Among the arrests of that year were two for rape, two for keeping houses of ill fame, and 2,161 for drunkenness. Chief Martin John Burke, who had taken office in 1858, reported quite proudly that in almost every instance of known crime the perpetrators were arrested.

As the force grew in number, official equipment was designed for them. A star in 1852 and a uniform in 1856, consisting of a single-breasted dark blue frock coat with seven silver-colored buttons and a black velvet collar. This style uniform was worn until a gray one later replaced it in 1862.

Also in the 1860's the "wreath" police belt buckle became official. The "wreath" was used by the early Greeks to honor Athena, the Goddess of Wisdom and Art. Later the Romans used the wreath to symbolize power or valor. The wreath symbol continued to be used throughout history and remains primarily in the military context.

Chief Burke instituted professionalism in the Department. Officers were drilled in riot and emergency tactics, and the Department became the first in the nation to use photography in police work.

During his tenure, Chief Burke made an historic arrest. He took in custody Senator David C. Broderick and Supreme Court Justice David S. Terry as they prepared to engage in a pistol duel. However, the pair were swiftly released from jail, since they had committed no crime, although it was evident that criminal intent existed. The following day, September 18, 1859, at a spot just over the county line, Terry shot and wounded Broderick. Broderick died three days later. Terry fled to

Stockton but returned quickly to San Francisco. Due to a change in venue, he was tried in Marin County where a jury found him not guilty of Broderick's death.

In May of 1864 the City contracted with Kennard & Co. of Boston to install the Department's first police telegraph system. By 1865 four stations were placed in operation. The stations were little more than sentry boxes from which an officer could report to Central Station periodically. Such stations, forerunners of the Department's present complex of district stations, were located at: Mission Dolores; the Chief's residence; 930 Clay Street; Harbor Station; and Central Office at City Hall.

In 1866, 35-year old Patrick Crowley, a native of Albany, New York, was elected Chief. His 1868 report to the Board of Supervisors emphasized that "as soon as possible provisions be made in suitable localities for durable and substantial district police stations."

On March 23, 1872, the Consolidation Act of 1856 was again amended to increase the police force to 150 patrolmen.

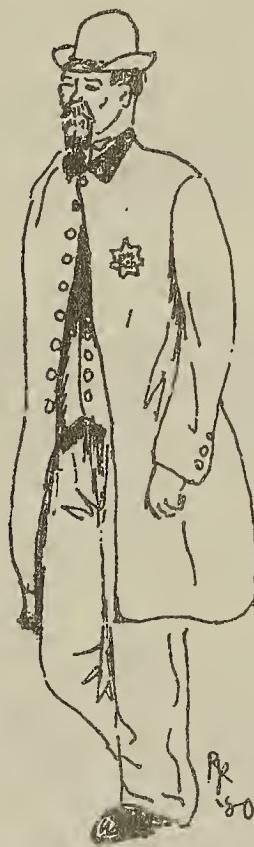
Legalized gambling flourished, although Chief Crowley took a dim view of it. He declared that an insatiable appetite for gambling would lead one to hide himself in the grave of a suicide, leaving his creditors a bankrupt estate and his wife, children and family a blasted reputation.

Theodore Gavara Cockrill, born in Kentucky in 1834, arrived in California in the early 1850's. For a while, he tried his hand at mining but, evidently found this back breaking work not to his liking and returned to San Francisco and went into the wholesale liquor business. On December 1, 1873, he was elected Chief of Police. At the conclusion of his term as Chief, Cockrill returned to the wholesale liquor business located at 521 Front Street. His brother Robert was a corporal of police. Cockrill's name continued to appear in the city directories until his death on July 25, 1899, when he is listed simply as a salesman. He lies buried in Bloomfield, Sonoma County, California.

Maine-born Henry Hiram Ellis, variously a gold miner, a master mariner and both owner and captain of a Sacramento River boat, and a member of the Vigilance Committee of 1851, joined the force in 1855. He rose from patrolman to Captain of Detectives and to Chief of Police, succeeding Cockrill on December 6, 1875, an office he held until December 3, 1877. During his tenure, Ellis received a solid gold shield with a diamond-eyed eagle holding a star in its beak. The shield was a gift from the bankers of San Francisco in appreciation of his detection of forgers and counterfeiters within the City. He died December 15, 1909, at his home in Sunol Glen, California.

During the administration of Chiefs Crowley, Cockrill and Ellis, police officers often carried knives in addition to guns in the tougher areas of the City. A knife, it was claimed, was quicker to use in some instances when officers were attacked on the street.

During Ellis's term, the uniform, a single-breasted coat of dark gray cloth buttoned up to the neck with nine black buttons on the breast, a turn-down black velvet collar, the skirt of the same extending to the bend of the knee, with pants and vest of the same material and color, was changed in favor of the style then in use in New York City. It was a single-breasted "mission blue" frock coat, made to button up to the neck, with rolling collar. Nine buttons on the breast, two buttons on the hips, two buttons on the bottom of each pocket and three small buttons on the under seam of the cuffs; plain pantaloons, white shirt collar, black neckcloth, and vest with nine buttons placed at equal distances. However, the choice of color, "mission blue" was an unhappy one, for this color "ran" when the cloth was wet.



"Police Uniform. -- The policemen have selected their uniform coats from the store of Messrs. Stobridge & Conner, corner of Commercial and Sansome Streets. They are a blue beaver cloth, and the style is a common frock, single breasted, with a velvet collar. The cost of them was \$18 each."

(Alta California, March 3, 1856)

The Illustrated Wasp, a publication noted for its sarcastic literary style which gave its biting criticisms a sharp edge, leaped immediately upon the unfortunate failure of City officials to explore the question of whether or not "mission blue" would hold fast in damp or wet weather. The failure not only provoked criticism of the dye but gave the Wasp a chance to verbally vent its venom upon the police as well. The following appeared in the October 26, 1878, issue:

"Those high and mighty personages, the Police Commissioners, did ordain that our peace preservers should be incased in garments somewhat more becoming than they had been in the habit of wearing; something which would please the eye of the ladies; something which would enable the officer to make a mash on the nurse girl without also frightening the baby into convulsions. Now blue being the color of the heavens, it naturally followed that blue was the color selected to clothe the heavenly policemen. And among the many blues which entered into competition "mission blue" was the one chosen. The difference between "mission blue" and all other blues being that it is fine cloth to run. Now everyone knows that it is very necessary for a policeman to run now and then--sometimes he has to run away for fear of being around when he is wanted, sometimes he has to run away for fear of being tempted with a bribe. "Mission blue" it was, however, and every officer as he stepped forth in his new uniform felt that the physical graces of Adonis were one-horse affairs compared with his. But by and by the avenging rain came and took the starch out of those vain men. For behold, without being asked to, that cloth commenced running in all directions. The bottom of the pantaloons commenced running towards the elbow, then the color commenced running all over the officers' cutaneous covering, then, but we pause. Altogether it was a lively time and that is the reason why there is weeping, and wailing, and gnashing of teeth."

The last elected Chief of Police was John Kirkpatrick, a wine and liquor importer, who assumed office December 3, 1877. He took charge of a force which was then limited by law to one hundred and fifty men. His first two years in office were turbulent. Dennis Kearney, an eloquent and fiery demagogue, urged working men to burn down the homes of the nabobs on Nob Hill and proclaimed "the Chinese must go." Savage race riots broke out when mobs attempted to burn down Chinatown. Chief Kirkpatrick and his force fought the mob and saved the Chinese quarter. The rioting caused State Senator Frank McCoppin to introduce a bill in the State Legislature which empowered San Francisco's Board of Supervisors to increase police strength to four hundred men. It also amended the Consolidation Act of 1856 to provide that the Chief of Police be appointed by the Police Commissioners of San Francisco.

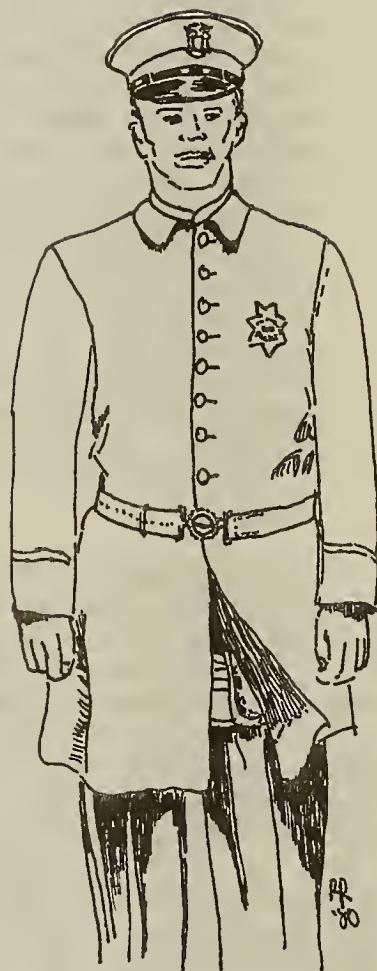


Lieutenant

Patrolman

Types of uniforms worn during
the 1880's up until 1935.

A soft hat replaced the helmet
in the early 1920's.



Patrolman

CHAPTER II: GROWTH

On December 1, 1879, former Chief of Police, Patrick Crowley, was again Chief of the Department, this time by appointment of the Police Commission, a position he held for almost twenty years, until April 7, 1897. During Crowley's lengthy tenure, the system of district stations which he had advised in 1868 was put into effect. These were Potrero Station, located on Railroad Avenue (now Third Street); Central Station, located in the old City Hall, Kearny Street, between Commercial and Washington Streets; North Harbor Station, 522 Davis Street; South Harbor Station, 247 Steuart Street; New City Hall Station at McAllister and Larkin Streets; 17th and Howard Station, 207 - 17th Street; North End Station, at the corner of Polk and Jackson Streets; Folsom Street Station, 739 Folsom; and three Telegraph Stations, one at 833 Sutter Street, one at the corner of California and Fillmore Streets and the third at 961 Mission Street.

These telegraph stations, or signal boxes, which went into operation on November 7, 1890, enabled an officer to call a patrol wagon to transport his prisoner to the station rather than bringing the prisoner to the station on foot.

Rental for the stations ranged from ten dollars a month for Potrero Station to eighty dollars a month for Folsom Street Station. The idea of rented quarters for police stations annoyed Chief Crowley, who believed stations should be owned by the City. In 1872 he said, "The City has found it expedient to own her own fire engine houses, and there seems to be quite as much reason why she should own her police stations." In 1897 his opinion was still unchanged: "No objections that I am aware of have yet been heard against the Fire or School Departments owning the building in use by them. Why the Police Department should be singled out to be left to the mercy of scattered landlords, I cannot understand."

Chief Crowley had reason for his indignation and impatience. On June 6, 1897, Folsom Street Station suffered a fire which left it in so deplorable a condition that the Chief was compelled to move it to the Larkin Street wing of the new City Hall. The Seventeenth Street Station, 207 - 17th Street, was described as being "without proper accommodations, badly lighted and in a wretched condition as far as draining and plumbing are concerned, a condition which is the natural outcome of the use of an old, small and dilapidated building."

Chief Crowley's concern for police stations was supported by the City Argus in its edition of December 31, 1898, when that publication lamented:

"Twenty five minutes is too long to keep an officer and his prisoner at the patrol box south of Market Street before the patrol wagon arrives. When will the powers that be get a move on and provide a suitable station south

of Market Street? Since the station at Folsom Street and Miller Place (between 4th and 5th Streets) had to be relinquished because of its dangerous condition no provision has been made in the district to procure other quarters when there should be. Wake up and act. Provide the large district with central quarters. The people demand it."

Patrick Crowley was not yet a year in office as Chief when the satirical Illustrated Daily Wasp of July 17, 1880, proposed a new city charter in which all departments received the sting of its verbal lash. The Police Department was not spared:

ARTICLE X.
POLICE DEPARTMENT.

The BOARD OF POLICE COMMISSIONERS shall be appointed by H. M. the Mayor. The Board shall grant licenses to liquor saloons, and have power to close the same when the proprietors are guilty of the offence of asking a police officer to pay for a drink, or any other improper or disorderly conduct. Upon any emergency or apprehension of riot, tumult, row, mob, insurrection, resurrection, pestilence, famine, or invasion, the Board shall issue permits to citizens of unimpeachable character, authorizing them to defend themselves and families. Every ten years two policemen shall be added to the force, for every thousand increase in the population of the city, provided, that no such increase in any ten years shall amount to more than one thousand additional policemen. Every police officer must be an American citizen, of Irish or German descent. He must not be over 87 years of age, at least five feet in height, and measure 50 inches round the waist. He shall not be so homely as to scare horses, nor so good-looking as to make young men jealous, when he assists these girls over a street crossing. He shall undergo a thorough examination by a physician, to see that he can stand the effects of fifteen different sorts of grocery whisky in one evening. Every applicant for an officer's position must be of spotless private character, and must produce a certificate signed by his sweetheart or his wife that she considers him fit, and would like to see him get the appointment. The Chief of Police shall be obeyed by everybody, even by Police Officers. He shall make a special study of offences and nuisances, so as to know one from another when he sees them. He shall learn by heart all laws which have been passed by the United States and by all the different States, since the Declaration of Independence. He shall hold a free evening school, for the teaching of said laws to policemen and magistrates. No member of the police force, while on duty, shall enter a liquor saloon, except he feels that he needs a drink. Only the Captains

and Chief of Police shall be allowed to accept bribes. Any police officer who shall be guilty of sitting on a creaker box at a grocery store, or of neglecting to arrest anyone who speaks disrespectfully of H. M. the Mayor, or of thinking he is a "biger man than old Grant," shall be dismissed. All pocketbooks, cigar stumps, jewelry, dead eats, money, false hair, small boys, or other valuable property, which has been lost or abandoned, shall be registered in a book by the Property Clerk of the City. Such property, if not claimed within 10 days, shall belong to any officer or other person who found it, except in the case of jewelry and money, which shall be divided between the Property Clerk, the Chief of Police, and H. M. the Mayor. Any money or valuables taken from any party who has been falsely arrested, and which property the Clerk has not yet disposed of, may be afterwards returned to such party, upon his apologizing for being so arrested, and presenting the officer who arrested him with a gratuity. Any officer is empowered to arrest any person, the expression of whose ears, or whose gait, or vest buttons, or any other symptoms, shall lead said officer to suspect that such person has money secreted about him. Said person shall then be taken to the nearest station house and searched, and should any money be discovered on him, for which he cannot fully account, the same shall be taken away and divided in the manner aforesaid. The Board of Police Commissioners may, whenever it shall appear to them best for the interest of the public, order the destruction of such of said property as shall consist of lottery tickets, patent medicine circulars, gem puzzles, fish horns, original poems, variety show programmes, wigs, billygoats, book agents, or any other improper or indecent articles of this description. Should the nephew, or grandson, or son-in-law of any person make affidavit to the Board that his uncle, or grandfather, or mother-in-law, is incapable of taking care of his or her property, the said property shall be taken away from said uncle, grandfather, or mother-in-law, and divided equally between the party making said affidavit, the Board, and H. M. the Mayor.

Arthur McEwen, in his January 26, 1895, issue of Arthur McEwen's Letter, saw fit to contradict a statement in one of our local dailies that he, McEwen, had investigated the Police Department and found it free of corruption. McEwen stoutly asserted that he had said that Chief Crowley and Captain (Isaiah) Lees were not guilty of charges made against them by popular report. McEwen, however, did not exonerate the entire department. He observed that policemen were but human beings and not a high type of the race and that where bribes were to be had they will be taken. McEwen did, however, single out, as Crowley's greatest weakness, the Chief's generous readiness to defend members of the force from accusations made against them. This, McEwen went on, says much for his warmth of impulses and loyalty but cautioned that Crowley should reduce such impulses and loyalty to overcome assaults that were bound to come from the Lexow Committee of that day.

The typical police officer of that time walked a beat out of one of the small stations. His duties, in addition to patrolling the beat and keeping the peace, were to report gas lights that were not operating and to visit livery stables to make sure no horses had been stolen or had escaped.

The late 1890's saw the realization of Chief Crowley's concept of City-owned police stations. Mission Station, 3215 - 17th Street, was the first to occupy City land. The Board of Supervisors reserved the property for the Police Department in 1898, but failed to appropriate money for the building. A year later, the Board let out contracts and work began on Mission Station. The building, completed in 1902, was designed by the architectural firm of Shea and Shea.

An appropriation of \$300,000 had been made by the Board of Supervisors in 1895 to erect a Hall of Justice on Kearny Street, across from Portsmouth Square, on the site of the old City Hall, which would, among other things, house the Central Police Station.

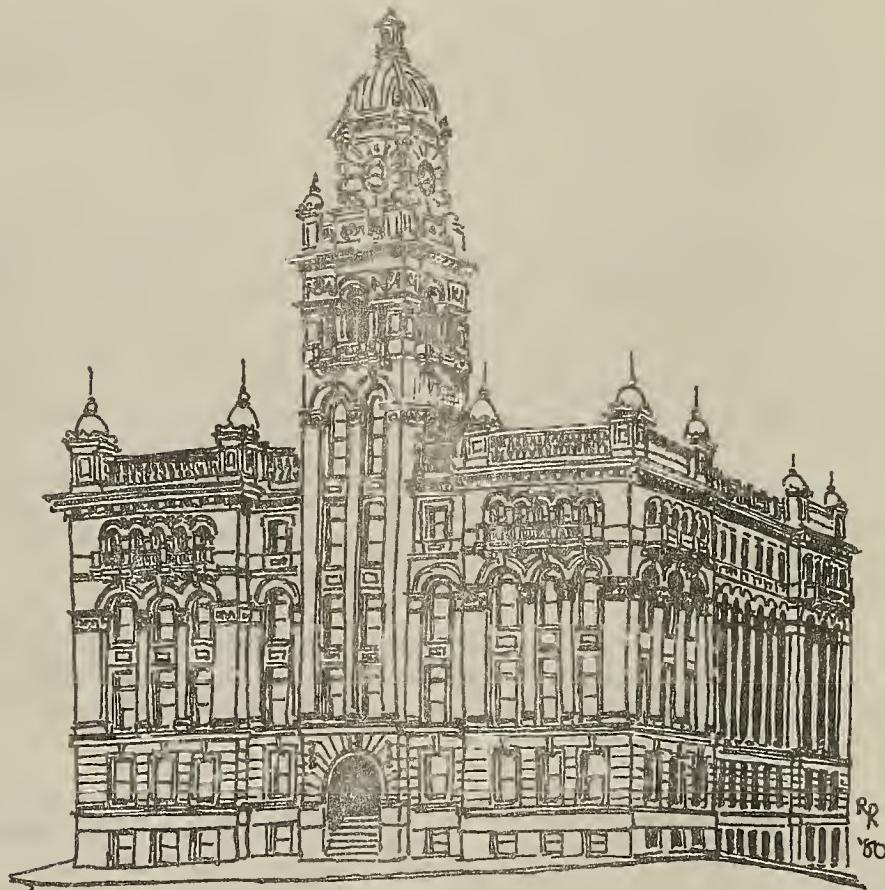
A committee of five members of the Board of Supervisors, C. E. Benjamin, A. B. Spreckels, Joseph King, F. L. Wagner and Alphonse Hirsch were appointed to consider the problems involved in erecting the new Hall of Justice.

The Committee of Five sent for the firm of Shea and Shea to discuss how plans could best be procured. Frank Shea suggested that a competition be held from which the Committee could select the best five plans. To induce firms to compete, Shea suggested that when one firm was finally selected to build a new Hall of Justice, the four runners-up should be awarded cash prizes to compensate them for their work.

On the evenings of March 11 and 13, 1896, the Board of Supervisors considered the five top architectural plans as submitted by the Committee of Five. On June 22, 1896, the plans of Shea and Shea were adopted and the runners-up awarded their cash prizes.

Frank Shea's plans, as previously submitted to the Board, were specific. The bricks were to be "the best, square hard-burned San Jose brick...the joints to be neatly struck with a flat joint. A perfect job will be required..Brickwork will be filled with terra cotta or pressed bricks and will be backed up with brickwork."

The building was an imposing structure with an ornamental tower gracing it. Unfortunately, it was not structurally sound. In the earthquake of 1906 the cupola fell, hanging sideways to create a picturesque ruin which was a favorite subject for photographers until its removal..



Hall of Justice, 1900-1906.

Isaiah W. Lees succeeded Patrick Crowley as Chief on April 7, 1897. Lees was born in Lancashire, England, November 25, 1830. He immigrated with his parents to New Jersey where he was educated. The discovery of gold brought him to San Francisco in 1849. He had tried mining but eventually returned to San Francisco where he worked in the tugboat business. On October 28, 1853, he was appointed an officer in the San Francisco Police Department. He rose rapidly through the ranks, becoming an assistant captain on December 5, 1854, and the Captain of Detectives in July of 1857.

Lees inaugurated the plan of photographing criminals and adding to the photograph a register of identification. When he left the Department it had 40,000 portraits and identification registers of criminals. He improved upon the system of fingerprinting and visited cities here and abroad adapting their progressive systems to those of the San Francisco Police Department. Lees died December 21, 1902.

The "New" City Charter of 1898 took effect January 8, 1900, and gave the Mayor authority to appoint a Police Commission which, in turn, appointed the Chief of Police.

Chief William P. Sullivan Jr. was born in Boston in 1857. When James D. Phelan assumed the office of Mayor in January 1897, Sullivan became the Mayor's Clerk, remaining in such position until the 13th of February, 1900, when he was appointed Chief. Sullivan was untiring in his efforts to promote the efficiency of the Department, especially in the matter of drills, care of personal appearance and respect for superior officers. He died November 11, 1901.

George Wittman followed as Chief November 21, 1901. Born in Hastings, Minnesota, on June 28, 1857, he came to California in 1858. He received his education in the public schools of San Francisco and was apprenticed to the plumbing trade. Wittman was appointed patrolman on April 23, 1882, and for five years patrolled Kearny Street from California to Market. On July 31, 1895, he was promoted to Captain, after which he commanded the northern police district.

During his term of office as chief, gambling in Chinatown became a major issue. Although Wittman participated in raids on gambling dens, the Secretary of the Police Commission filed charges of incompetence against him for having failed to suppress gambling and he was dismissed March 24, 1905.

Following his dismissal, Wittman went to work as Chief Watchman for the Pacific Mail Company and, later, was associated with a brokerage house. On September 13, 1950, forty-five years after his dismissal from the San Francisco Police Department, George Wittman died in Alameda, California.

CHAPTER III: EARTHQUAKE AND FIRE

Detective Sergeant Jeremiah Dinan became Chief April 5, 1905, over the heads of seven captains. It was rumored that he owed his appointment to his friendship with Herbert Schmitz, the younger brother of Mayor Eugene Schmitz. Dinan was born in Ireland in 1862 and joined the Police Department in 1888. Ten years later he was promoted to Detective Sergeant. The new Chief introduced the automobile to police patrol and increased the Department's manpower to 700.

On the evening of April 17, 1906, Chief Dinan attended the Grand Opera House at Third and Mission Streets where Enrico Caruso starred in Bizet's "Carmen." At 5:15 a.m. the next morning Police Sergeant Jesse Cook, on foot patrol, glanced at the Ferry Building clock, then at his watch, and noted a difference of three minutes between the two timepieces. At that precise moment there was a rumble, then the earth rocked in a violent convulsion. What followed was a major earthquake which ripped apart water mains and gave birth to a three-day fire which devastated the City and which would be talked about, written about, sung about, and remembered for years to come.

Within two hours of the quake, Mayor Eugene Schmitz and Chief Dinan were in the basement of the half-ruined Hall of Justice, where the Chief had established a makeshift disaster headquarters. The earthquake had had a disastrous effect upon the Police Department which had no plans for such a catastrophe, and all communications with outlying stations were severed.

Mayor Schmitz reacted promptly. He ordered the Chief to send a representative to each police station by car to report on conditions and issued strict instructions that every liquor-selling establishment in the City was to be shut down.

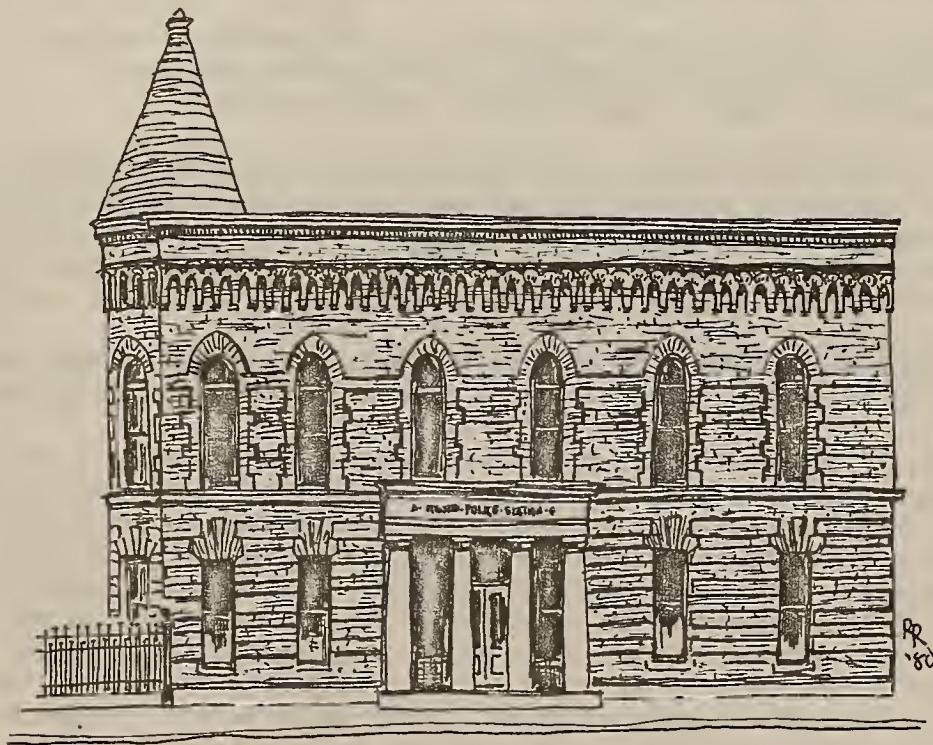
Brigadier General Frederick Funston, commander at the Presidio of San Francisco, went immediately into action. Soldiers from the Presidio and Fort Mason reported to him at the Police Chief's office. Chief Dinan readily accepted military assistance and directed the early detachments to Market Street. Army troops also arrived from Angel Island, Fort Baker in Marin County, and from Fort Vancouver near Portland, Oregon. From Mare Island forces of sailors and marines joined in fighting the flames.

Chief Dinan maintained his headquarters in the Hall of Justice until 4:30 p.m. on the first day of the fire. When it became apparent that the Hall of Justice would soon be destroyed by fire, all valuable

police records were removed to Portsmouth Plaza and left in charge of a detail of officers. The fire rapidly surrounded the Plaza, and the officers became prisoners. The heat was terrific and the cinders from the fire constantly ignited the canvas protecting the records. Across from the Plaza was a saloon which had not caught fire; a raid was made on its bottled goods, and for the next twenty-four hours bottled beer was used to keep the canvas from igniting, and the records were saved.

The conflagration forced the Chief to retreat several more times--to the Fairmont Hotel on Nob Hill; later to North End Station, corner of Polk and Jackson Streets; and then to Franklin Hall on Fillmore Street near Bush Street. Headquarters was then moved to a bakery at Bush and Fillmore Streets where it stayed for several weeks, moving again to Lowell High School on Sutter Street between Gough and Octavia Streets; thence to a temporary building on a school lot at the southwest corner of Pine and Larkin Streets which remained headquarters until February 11, 1907, when it was finally established at 64 Eddy Street.

The toll of the fire on police facilities was enormous. Three stations, Southern at Fourth and Clara Streets, Harbor at Commercial and Drumm Streets, and Mission at 17th and Division Streets were destroyed, as well as the Hall of Justice and the new City Hall Station. Mission Station suffered heavy damage when its ornamental tower collapsed, partially ruining one wall. Property damage to police property amounted to more than a quarter of a million dollars.



Mission Station, 17th Street.

Following the earthquake, during the fire and during the aftermath of the fire, the following police stations, devastated by the cataclysm, were located as follows:

Company A, or Central District quarters, remained with Police Headquarters during all of its above mentioned movements.

Company B, Southern District, was located in the Southern Pacific sheds at Fourth and Berry until its quarters at Clara and Fourth Streets were rebuilt.

Company C, Harbor District, occupied the Wharfinger's office on East Street (now the Embarcadero) opposite Mission Street until located again on its former site.

Company D, Mission District, took up quarters in Mangel's Hall, corner of 24th and Folsom Streets until its former quarters were repaired. Mission Station was eventually moved from 17th Street, between Folsom and Harrison Streets to 1240 Valencia Street in 1950.

Company E, City Hall District, established itself at Clark's Hall, on Mission near 22nd Street, moved to the Lowell High School building on Sutter Street between Gough and Octavia, remaining there until new quarters were built on Bush Street between Polk Street and Van Ness Avenue.

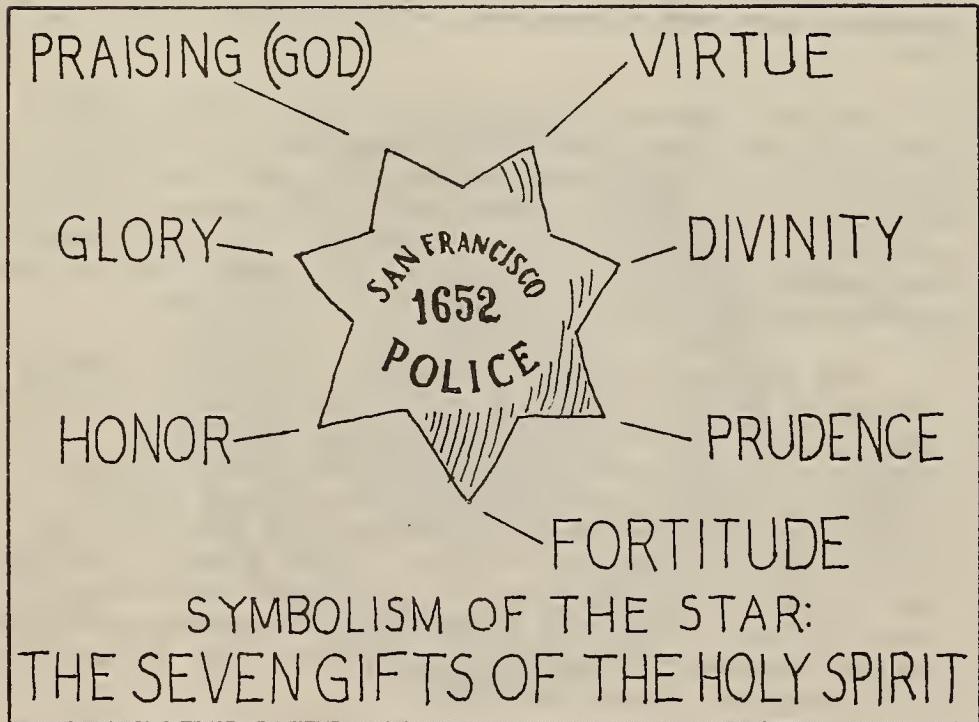
Park Station, O'Farrell Street Station, Potrero Station, South San Francisco Station, and Ocean View Station suffered slight damage and were never vacated.

Few lives were lost, considering the seriousness of the disaster. Police, soldiers, sailors and Marines, taking charge of the situation, were under strict orders to shoot to kill anyone found in the act of looting. Figures vary as to the number of looters shot, from General Funston's report of two to the daily newspapers' figure of one hundred.

Only one police officer lost his life. Max Fenner died when a building on Mason Street near Eddy Street collapsed, killing him.

As if the earthquake and subsequent conflagration were not enough, 1906 was rife with political turmoil as graft was uncovered on almost every front, from public officials who took bribes to private businessmen who gave them. Chief Dinan was called before the Oliver Grand Jury on November 22, 1906, and questioned by special prosecutor Francis J. Heney about certain "resorts" on Jackson and Pacific Streets. It was alleged that Dinan offered falsified testimony, and he was indicted for perjury. In 1907 Dinan resigned as Chief but not as police detective, the rank from which he was appointed Chief. Eventually he was cleared of the criminal charge of perjury and restored to duty as a detective.

Dinan died on November 3, 1950. He had served the Department for forty-three years, eight months, and fifteen days, one of the longest terms of service in Police Department history.



CHAPTER IV: MYSTERY OF CHIEF BIGGY

On September 13, 1907, William J. Biggy, who had served in the State Senate, had been the City's Registrar of Voters and, immediately prior to appointment to the Police Department, Assistant General Manager of the Metropolitan Laundry Company at 3111 - 16th Street, became Chief of Police and was caught up in the graft trials.

During one such trial. Morris Haas, an ex-convict, shot special prosecutor Francis J. Heney in open court. Haas was arrested and jailed, and later found dead with a bullet in his head. Chief Biggy was blamed for Haas' death; wild rumors spread that he was implicated in the actions of the grafters.

The CALIFORNIA WEEKLY in its edition of January 7, 1910, contained the following analysis of the Police Department:

"The total number of crimes for which indictments were found by the Oliver Grand Jury was one hundred and seventy-five, participated in by nearly forty persons, representing practically every walk of life. Not one of them was unearthed by the Police Department of San Francisco, and the Chief of Police himself was indicted for perjury before the Grand Jury and for conspiring to prevent the detection of crime. It is apparent that such a department must have been rotten to the core.

As not a single officer or detective, commissioned or otherwise, has been removed for concealing or failing to discover any of the crimes, and as there have been practically no resignations from the department, it is apparent that its personnel is still of the same character. It would appear that another Schmitz-Ruef administration would find the same organized support standing ready to do its bidding.

The clearing up of the department is largely a matter of courage on the part of the Board of Police Commissioners, as the trial and removal of an officer for grafting or incompetence does not involve any of the technicalities of procedure and proof which have grown up around criminal prosecutions. It is not even necessary to show that the accused officer connived at crime. It is enough to warrant his removal for incompetence, if an illicit enterprise is found in his jurisdiction, or if there are strong indications that a crime may have been committed there, and he has failed to discover and report the facts.

The present commission has not permitted the open continuance of some of the more flagrant evils of the old system. It is still licensing the attractive and alluring debauchery of the French restaurants, and has not made any

attempt to remove the men who gathered or permitted the gathering of the tribute of vice and crime for the support of the former administration."

On the night of November 30, 1908, Chief Biggy boarded the police launch "Patrol" at the Washington Street Wharf on which he crossed the bay to the Belvedere home of Police Commissioner Hugo D. Keil to submit his resignation. After a lengthy conversation, Keil and Biggy parted at about 11 p.m., Biggy returned to the police boat, manned only by its pilot, William Murphy. There was a dense fog on the bay that night and when the boat reached San Francisco, Biggy had vanished. Murphy said that he had last seen Biggy leaning against the after rail, looking at the water, as the boat passed Alcatraz Island.

Two weeks later, Biggy's body was found floating in the bay. Suicide was ruled out when Commissioner Keil testified that he had persuaded Biggy not to resign, that the two men had had a friendly conversation, and that Biggy, a devout Catholic, had left in a happy mood. Later a coroner's jury returned a verdict of accidental death.

To this day, the nagging question remains: What happened to Chief Biggy that foggy night of November 30? It is improbable, at this late date, that the mystery concerning his death will ever be solved.



Official Seal used by the Chief of Police.

CHAPTER V: RECONSTRUCTION AND EXPANSION

In 1907, emerging from the chaos of earthquake, fire and civic corruption, the Police Department was one of the first in the nation to use fingerprinting as a means of identification. One of the earliest examples of its use was when a burglar left his fingerprints on the transom of an apartment he had burglarized. Later, when arrested by the police for acting in a suspicious manner, he was fingerprinted. His prints matched those lifted from the transom. Confronted with the evidence, the burglar not only admitted he had burglarized the apartment but confessed to a string of other burglaries as well.

Marysville, California was the birthplace of Jesse B. Cook, born February 10, 1860. Cook joined the Police Department February 13, 1889, the same year the seawall from Pacific to Clay Streets was completed. At the time of his appointment as Chief, in 1908, Cook had served for nearly twenty years, had attained the rank of Sergeant and was Property Clerk of the Department. His elevation to the highest rank in the force was during the administration of Mayor Edward Robeson Taylor who had declared, "The first essential to good government is perfect order, and I shall employ every arm of the law to the end that such order shall prevail...I believe in autonomy in every department of city government, and I believe that commissioners should be permitted to administer the affairs of their respective departments, free from dictation, as long as they demonstrate by their acts that they are honest and competent."

Cook took vehement exception, in 1909, to charges of the Polk Street District Association alleging that 200 officers were assigned to special duty on behalf of private interests. The Chief replied that no officers were assigned for duty with banking institutions, although two officers were assigned to the commercial area during business hours to protect persons having business there, but not to protect the bankers. He also denied that policemen were detailed on ferry boats for the accommodation of the railroad company but were so detailed for the protection of the citizens of San Francisco. The assignment of police to the ferry boats was for the benefit of decent people to take an outing on Sunday without being subject to insult and abuse from drunken hoodlums returning from picnics.

In that same year, Cook detailed three officers for duty on motorcycles for the purpose of stopping "scorchers" and reckless driving of motor vehicles.

Following his retirement, Cook served twenty years on the Police Commission, being appointed by Mayor James Rolph, Jr. He died May 20, 1938, in Burlingame, California.

John B. Martin was born in San Francisco on August 25, 1855. He began work as a blacksmith but switched to police work in 1884. He was raised to the rank of Captain of Detectives on June 1, 1902, and took command from Cook as Chief on January 28, 1910. Oddly enough, Martin had retired from the force on March 26, 1908, only to be restored to active duty as Chief in 1910, until being succeeded by John Seymour on October 3, 1910. John B. Martin died in Burlingame, California, October 10, 1913.

During Martin's first months in office, Richmond Station, designed by Alfred I. Coffey, City Architect, on Sixth Avenue near Geary was completed. It was of Flemish bond brick with terra cotta cornices, architraves and a slate roof. The \$35,000 station is finished throughout in quartered oak. The stable building furnished accommodations for the horses used by mounted policemen and the patrol wagon service, with a hay and grain loft and quarters for the hostlers.

Park and Ingleside Stations were designed by City Architect Emil de Neuf and completed in 1910. Both stations were in the "mission style" with stucco walls and red tile roofs, and included stables for horses. Park Station, costing \$42,000, was erected over the vigorous objections of John McLaren, Superintendent of Golden Gate Park, who felt no structures should be constructed in Golden Gate Park. The interior finish of the main building is oak. The stable wing furnished accommodations for the forty horses used by the mounted patrolmen of the Park District.

John F. Seymour was a member of the Police Department for eighteen years. Considered one of the foremost detectives on the Pacific Coast, he left the Department temporarily in 1901 to enter the employ of the James Graham Fair estate which was then entangled in a legal dispute concerning the deaths in France of Charles Fair and his wife, Carrie Smith Fair.

Charles and Carrie had died together when their automobile struck a tree while rounding a turn in the road. The question which tied up distribution of James Fair's estate was, which of the two, Charles or Carrie, had died first. Upon this question rested which of the families of Charles or Carrie would inherit Charles' share of the Fair estate.

For some time following his work on the Fair estate, Seymour headed the Wells-Fargo detective bureau until he returned to the Police Department as Chief on October 3, 1910.

Seymour is remembered mainly for what occurred after his being relieved of duties as Chief of Police. Following a period of political unrest, David A. White was selected as his successor; but, unfortunately, Seymour was not notified officially of White's appointment. The result was that for more than a week San Francisco had two Police Chiefs each issuing orders and creating a situation best described as confusing to all involved. Seymour had appealed to the court protesting the manner of his dismissal. The Supreme Court upheld him but other circumstances compelled him to abandon further attempts for judicial relief.

David Augustus White, known to his friends as "Gus" White, was born in San Francisco June 1, 1875. Up to the time he was chosen Chief, June 15, 1911, he had worked for the Pacific Gas and Electric Company. Because of his lack of experience, there was concern that he would not be able to hold the position longer than the temporary period for which he was appointed: to fill out John Seymour's term of office. However, after having taken office, White proceeded to shake up the Department. One of his boldest moves being the transfer of six captains without consulting either the Mayor, P. H. McCarthy, or the Police Commission.

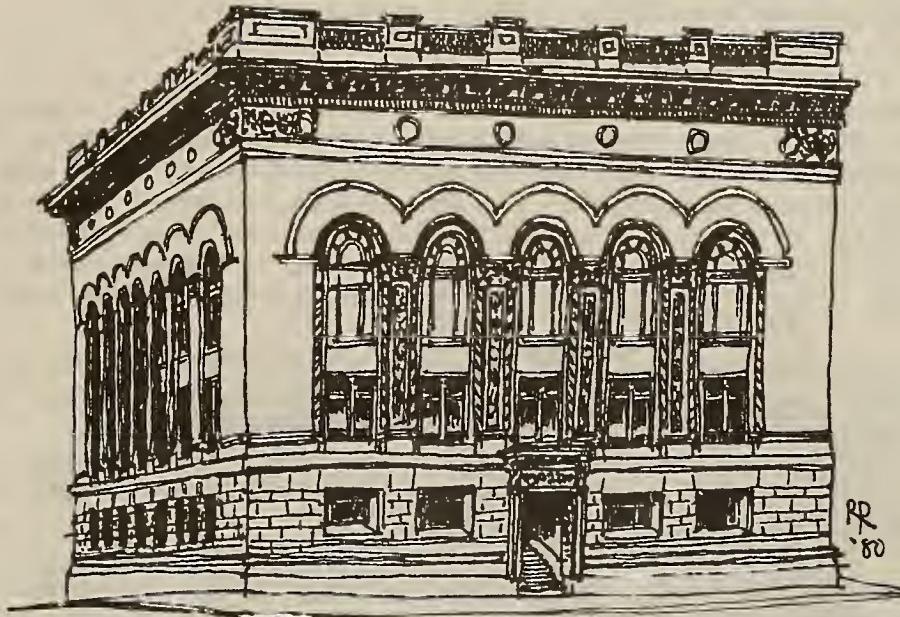
On April 8, 1913, the MAIN SHEET, a monthly publication, sarcastically remarked, "We note that Chief White wants an increase of \$500,000,000 from the City for the Police Department, and also wants 280 more policemen. Go slow, Gus, they might find a new chief in 280."

Chief White is recognized as the father of the Department's modern record system. White remained in office until his death on November 28, 1920. He was the first Chief to occupy the new Hall of Justice which was completed in 1912.

Called the "Million Dollar Building," it was a structure of which the City could justifiably be proud. City Architect Newton J. Thorp, being aware of the devastating effects of both earthquake and fire, designed the building with a view to averting damage from future "quake and flame." The new Hall of Justice was built with a steel frame, concrete floors and roof, granite and sandstone fronts backed with brick and terra cotta tile. A "bridge of sighs" spanning Dunbar Alley in the rear of the Hall connected the building with a new County Jail. The Kearny, Washington and Merchant Street fronts were of Colusa sandstone and Raymond granite. At the second story were columns of polished "Verde Antique Alps," green marble from the Vermont Marble Co. Window frames were of cast iron, richly ornamented, with metal sashes. The City Jail on the fifth floor was windowless. Natural light was provided by skylights, and walls were made of reinforced concrete.

The interior of the building was lavish. The vestibule of the main entrance from Kearny Street was finished with marble floors and steps. The main staircase had marble treads, risers and fascia richly carved and smoothly molded with graceful lines as the steps wound upwards. The first-floor main corridor was of marble with columns and pilasters at the staircase and cornices on all the doors.

Many of the rooms, including those of the Chief of Police, had wainscoting of birch, richly panelled and molded, and ornamental plaster ceilings. Three Superior Court rooms on the third floor were finished with mahogany wainscoting, extending fifteen feet in height with architraves around the door and window openings. The ceilings and cornice were of richly decorated plaster. The extensive headquarters of Company "A" covered the entire basement with a squad room 112 feet by 128 feet, windows and access entrances from both Washington and Merchant Streets. Beneath the Kearny Street sidewalk was a range for pistol and rifle practice.



Hall of Justice, 1912-1961.

The Police Department moved into the new Hall of Justice on February 20, 1912, leaving to the wreckers the "tottering pile" at 64 Eddy Street which they had occupied since the earthquake. The only criticism offered of the new Hall was that it was on a small lot with insufficient light, air and fire break. Nevertheless, even its most severe critics conceded that it was "quite a building," substantially built of the best materials available.

Bay View Station, a much smaller building opened two months later on May 6, 1912. Situated on Newcomb Avenue near Newhall Street, designed by City Architect Alfred I. Coffey, it was a plain brick building erected at a cost exceeding \$16,000. In the 1930's Bay View Station was closed and its personnel consolidated with Potrero Station.

On June 11, 1913, The Evening Post reported:

"Attired in drab uniforms and presenting a natty appearance, the members of the police traffic squad made their appearance in their new garb today. The new uniforms are drab colored with the service stripes of black. The coats are cut short and the men wear caps instead of helmets. The idea of the new uniform is to give the traffic police a distinctive appearance and to increase their own comfort

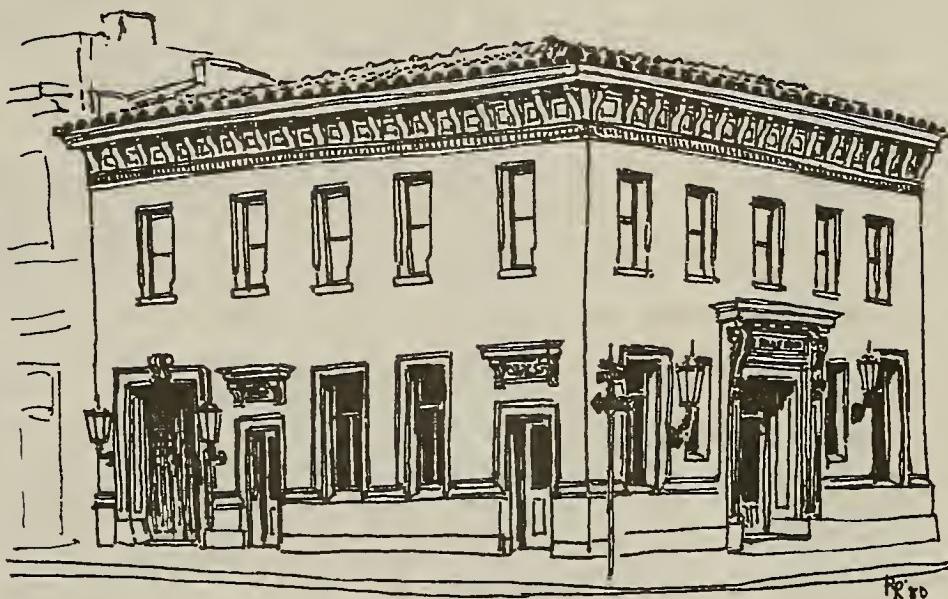
by not compelling the men who must stand on their feet steadily for hours at a time, to wear the heavy long coats of the men who patrol beats."

North End Station on Greenwich Street near Scott, also designed by Alfred Coffey, was finished June 26, 1913. Coffey designed this handsome building with the 1915 Panama-Pacific International Exposition in mind, since it was close to the fairgrounds. Also of white stucco and red tile, it boasted a central pavilion and an arched doorway flanked by ornamental lamps. Today it is used as headquarters of the Department's field training program and the Police Athletic League (PAL).

Policing of the Exposition was done by the Pinkerton Detective Agency which had called its top-notch detectives from New York and Chicago to San Francisco to keep the Fair clear of criminals. Jurisdiction of San Francisco's Police Department ended at the boundaries of the fairgrounds, although when necessary, police assisted the Pinkerton men.

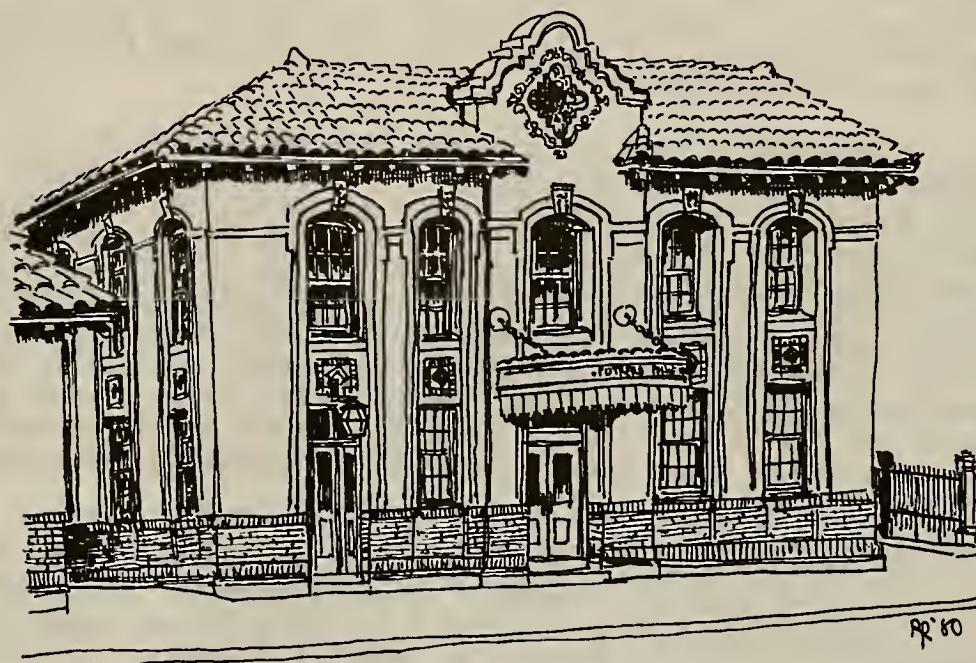
On October 29, 1913, three women were appointed to the San Francisco Police Department: Katheryne Eisenhart, Katherine O'Connor and Margaret V. Higgins. They specialized in Juvenile Missing Persons work, and their title was "Woman Protective Officer of San Francisco."

One of the most handsome police stations opened in 1915, at a cost of \$36,000. Harbor Station, at the corner of Drumm and Commercial Streets, was a two-story granite structure with a red tile roof. Its rich classical detailing indicated the influence of John Galen Howard, one of the consulting architects for the City Bureau of Architecture at that time. The building was demolished in 1950 to make way for the Embarcadero Freeway.



Harbor Station, Commercial & Drumm.

Potrero Station, which opened in 1915, at 2300 Third Street, was quite ornate. Designed by Alfred I. Coffey, City Architect, it cost more than \$12,000 and had stucco walls and a red tile roof in the "mission" style. Over the main entrance is a canopy with a decorated mudéjar window. Ornamental brickwork was laid up to the window sills, and brick panels, with diamond shaped art work, was placed between the first and second story windows. At the rear was the inevitable stable. For a brief time it was called South East Station.



Potrero Station, Third Street.

That area of Pacific Street, often called "Terrific Street" by newspaper columnists, stretched a few blocks east from Columbus Avenue, the core of the Barbary Coast. As a result of Chief White's direction and his application of the State Red Light Abatement Act, which became effective August 10, 1913, the long careers of notorious saloons such as Purcell's, The Thalia, The Hippodrome, Mother Kelly's and many others came to an end. Gone, too, were the wild dances known as the Grizzly Bear, the Cake Walk, and the Texas Tommy. Chief White also turned his attention to the Uptown Tenderloin, bounded by Turk Street, Grant Avenue, Taylor and Geary Streets. The all-night saloons, gambling dens, betting parlors, and the other notorious Thalia, which housed a "hundred different types of feminine beauty," followed the Barbary Coast into obscurity.

Morton Street, which ran from Kearny to Stockton Streets between Geary and Post Streets, housing a multitude of cribs of prostitution, was also cleansed of vice. The street had long been a target of those interested in eliminating immorality in the City. In the March 2, 1895, issue of Arthur McEwen's Letter, Mr. McEwen took gentle issue with a

clergymen's method of attempting to rid Morton Street of its innumerable cribs by pointing out that the blame for the existence of the two-block long series of houses of prostitution should be directed towards officials of city government, the owners of property on Morton Street, who rented their property but were not engaged in purveying human flesh, and those merchants in the area who profited from the business of women, good and bad, who patronized their establishments. Ironically, the Morton Street of yesterday is today named Maiden Lane; named, we are told after a street in New York where jewelers plied their trade. Still, for Morton Street with its checkered past to Maiden Lane with its legitimate businesses of today is a bit of delightful irony that should not pass without comment!

On February 8, 1918, in a letter to Mayor James Rolph, Jr., Theodore J. Roche, President of the Police Commission, stated, in part, "the Police Department consists of 928 men of various ranks" and pointed out that from May 1, 1916, to September 1916 members of the Department were given one day off in seven days rather than the previous one day off in fourteen days..., but that the reactivation of the one-in-fourteen was resumed from September 1916 until May 1917 "on account of additional duties" and citing such additional duties. In 1917 the one-in-seven work plan was again applied until August of 1917 when the street car strike occurred and compelled the men to work a twelve-hour shift instead of eight hours. Prior to the strike men were also given two days off a month.

The letter resumes to the effect that the two additional days "a month were not restored subsequent to the strike for various reasons. Roche further expressed sympathy with the one-in-seven concept but declared that the resolution of the Board of Supervisors did not provide the means by which the one-in-seven work week could be made operable. He pointed out that such a resolution should have been accompanied by providing more man power and compensation therefor. Mr. Roche's letter was sympathetic to the one-in-seven work week concept but expressed the Commission's inability to put it into effect due to the limited man-power of the Department.

CHAPTER VI: POST WORLD WAR I

Born in San Francisco, August 8, 1875, Daniel J. O'Brien studied at night school to enter the Police Department. Appointed a patrolman in 1908 when he was 33 years old, he rose quickly, qualifying as a lieutenant in 1916. Four years later, on December 1, 1920, he became Chief.

It was a sad day for the new Chief when detectives Miles Jackson and Lester Dorman were slain together with Sheriff James Petray of Santa Rosa on December 5, 1920, as they attempted to arrest three hoodlum members of the Howard Street gang who had taken refuge from the police in Santa Rosa. The three fugitives, George Boyd, Terence Fitts and Charles Valento were captured and lodged in the Santa Rosa Jail. Five days later, on December 10, 1920, an angry mob dragged them from the jail to a nearby cemetery where they were lynched. Miles Jackson and Lester Dorman were the first policemen to lie in state in the present City Hall.

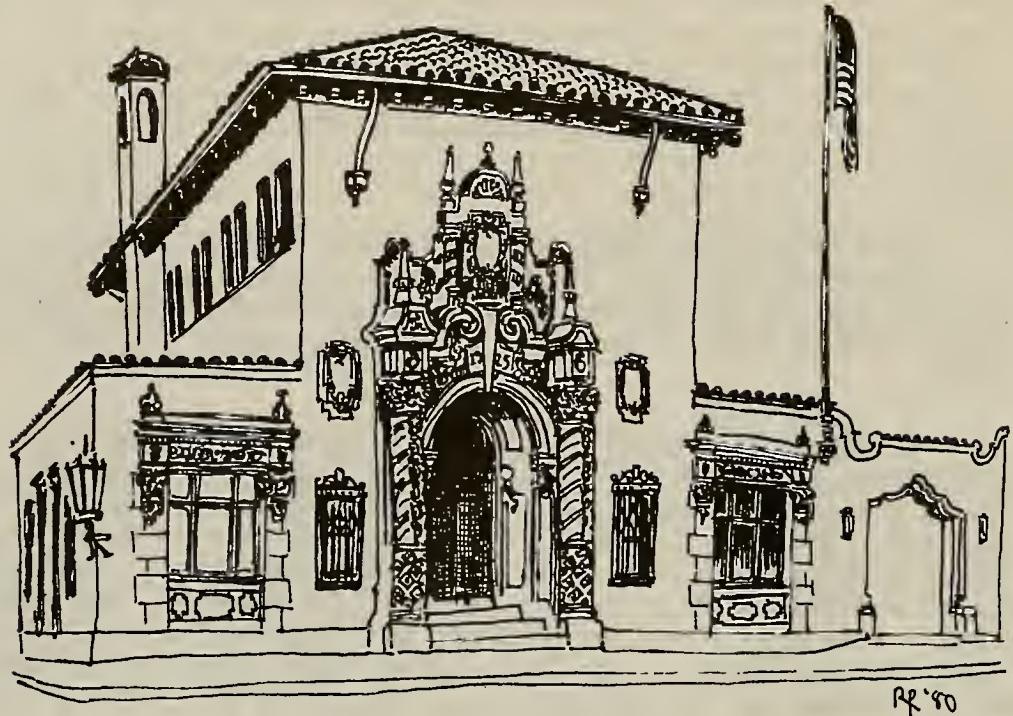
During O'Brien's nine-year administration, seven new modern district stations were opened. The only two temporary post-1906 stations remaining were Southern and Bush Street Stations. In 1923 the Chief broadened his activities and was one of the principal workers in devising the National Bureau of Identification at Washington, D. C.

To Chief O'Brien academic and physical training of police officers was of utmost importance. Accordingly, in 1923, he established a Department Police Academy, the first such police academy in the nation.

The year 1923 also saw the Public School Traffic Reserve organized when a member of the Traffic Bureau was assigned to the School Department to enable male students to control traffic on intersections adjacent to schools. In 1928 this traffic control program was extended to the parochial schools of the City; and, in 1931, the system was officially designated as the School Traffic Patrol. In recent years school girls have also taken their place in this program.

In 1928 Chief O'Brien resigned because of illness and was succeeded by Chief William J. Quinn. Following his retirement, he served as a police commissioner for one year and later became director of the State Department of Penology. He died on October 12, 1933.

There have been many outstanding men in the San Francisco Police Department, but few will ever attain the legendary status of Inspector Jack Manion of the now defunct Chinatown Squad. Born in Ross, California, Manion joined the force in 1907. He was a sergeant in 1921 when he was appointed head of the Chinatown Squad, a unit originally organized in 1875.



Southern Station, Fourth & Clara.

Manion's assignment as head of the Chinatown Squad began when the much harassed Chief of Police, Daniel O'Brien, ordered him to select his own men to put an end to the bloody Chinatown tong wars. Manion visited tong headquarters and announced that there would be no more killings, no more opium and that no more extortion of businessmen would be tolerated. Bringing the tong leaders together, he persuaded them to sign a document pledging an end to violence. Under his supervision, peace prevailed in Chinatown; and the community came to respect and admire him. After several years, Manion put in for a change of assignment. There was an immediate reaction from the Chinese. Petitions from the Chinese Six Companies, Chinese Chamber of Commerce, Peace Societies, the YMCA, merchants and others poured into the Police Department requesting that he remain in Chinatown. The Department bowed to the overwhelming petitions and letters; Manion remained in Chinatown until his retirement in 1946. Manion died on March 13, 1959, in Oakland.

The temporary shack that was Southern Station was replaced in 1926 by a handsome police building at Fourth Street and Clara designed by A. I. Coffey. It had an elaborate portal of terra cotta, in the Spanish Baroque style, which contrasted well with its white stucco walls and red tile roof. In 1961 Southern moved into the Hall of Justice at 850 Bryant Street. The building was later occupied by the Salvation Army as a senior citizen center.

The Sunset and Parkside Districts saw a rapid growth of population following the Fire of 1906. In 1927 Taraval Station was opened on 24th Avenue between Santiago and Taraval Streets. The class "A" structure, designed by A. I. Coffey, was described in a contemporary journal as having "an outward appearance of anything but a police station and has the architectural appearance of a branch library set down in excellently kept grounds."

Northern Station on Ellis between Van Ness Avenue and Polk Street occupies a building originally designed in 1910 by architect Morris M. Bruce as the Adams School. It was redesigned by City Architect Charles H. Sawyer as a police station in 1927.

As heavy motorized traffic increased on San Francisco's streets, it became evident that traffic policemen, assigned to intersections to control the flow of such traffic, were not only inadequate to man the many important intersections but were also reducing manpower needed for other duties. In 1921 Ralph Wilson Wiley, Chief Electrical Engineer of the City devised the famous "bird-cage" traffic signal. These devices, the first of which was installed at the intersection of Montgomery, New Montgomery, Post and Market Streets, were oblong in shape, yellow in color, with signs that appeared on that portion of street intersections



WM. BIGGY
1907-1908



D.A. WHITE
1911-1920



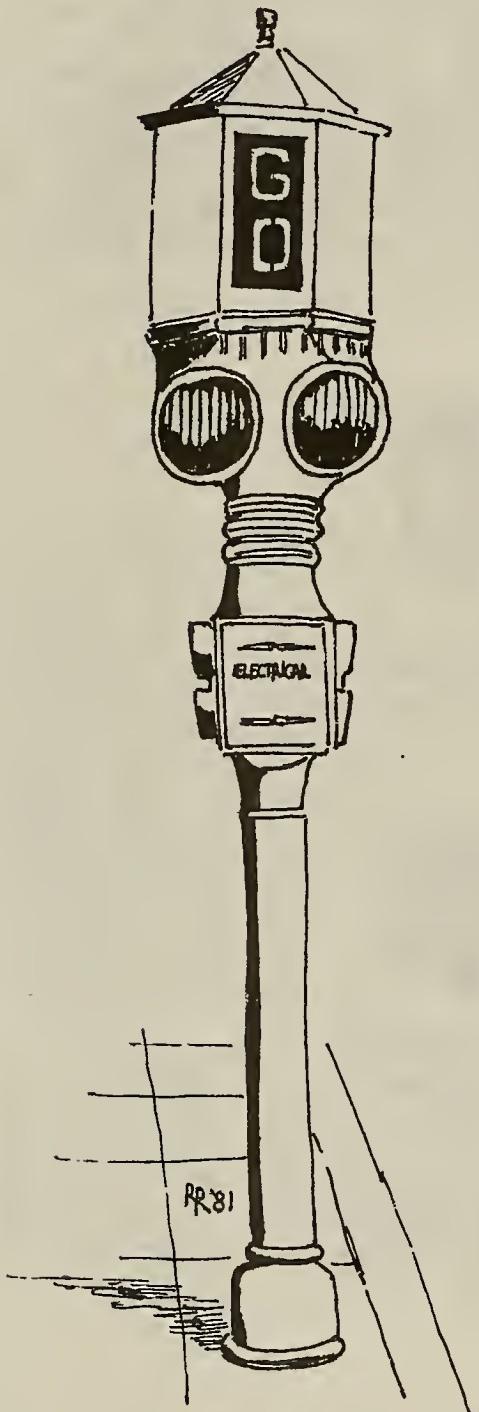
D.J. O'BRIEN
1920-1929



A. NELDER
1970-1971

EXAMPLES OF BADGES WORN BY THE CHIEFS
until the seven-pointed star
was officially adopted by them in 1929.

facing traffic and read "STOP" or "GO" as they timed traffic. They were also so constructed that a bell rang each time the signal changed. Thanks to the genius of Mr. Wiley, San Francisco was the first city to erect automatic stop-and-go signals. These "bird cages" served San Francisco's traffic needs for many years. The last of its kind, at the intersection of Columbus Avenue and Pacific Street, was replaced in 1962.



Traffic signals in the entire downtown area are all set up on a progressive timing basis. This permits a certain percentage of vehicular traffic to travel over these streets without being stopped by the traffic signal at each intersection.

Automatic Timer

Just a few words regarding the automatic timer which is located in the Central Fire Alarm Station. This timer has a capacity of 104 circuits, any of which may be utilized to operate one individual intersection or as high as thirty intersections on one circuit. The time is entirely automatic, being operated by means of nine telechronetime switches. The board is made up in two sections, the apparatus on each section being driven by a half horse power two phase wound rotary motor, which permits the changing of the overall length of the cycle during peak and off peak loads.

The traffic signals themselves are what is known as a combination mechanical and light signal. During the daylight period, the signal operates as a purely mechanical signal oscillating on a cylinder which alternately displays the word "stop" and "go." This cylinder is actuated by an a-c solenoid. The signal is equipped with red and green lenses for night use and also lights which illuminate the transparent signs "stop" and "go." In view of the fact that the lights are used during the night periods only, a 25-watt lamp is of sufficient wattage to make the signal plainly visible for one-half mile.

CHAPTER VII: PROHIBITION ERA

The Eighteenth Amendment to the Constitution of the United States, effective January 17, 1920, gave the Police Department one of its greatest enforcement headaches. The Amendment forbade the sale, transportation or giving away of alcoholic beverages. It was too unpopular a law to enforce effectively. The period 1920 to 1933 saw the birth and growth of an illegal industry throughout the nation which was supported by citizens who had decided that not even the United States Government could make them abstain from alcohol. Bootleggers flourished. They operated brazenly behind false storefronts throughout San Francisco's neighborhoods. These establishments, called "blind pigs," displayed groceries to flowers in front while the back rooms were devoted to the sale of "moonshine."

Another picturesque violator of the Eighteenth Amendment was the "Walking Bootlegger" who wore a long coat with specially designed inside pockets which held flasks of booze and a glass. His business centered around manufacturing plants, lumber yards, and the waterfront where he peddled moonshine by the glass.

The Property Clerk's office at the Hall of Justice often resembled a well-stocked liquor store, so vast was the accumulation of evidence being held for future judicial proceedings. When court proceedings were over, the bottles were opened and their contents poured down the drains. The bottles, which were sold as junk, frequently found their way back to the Property Clerk's office, having been repurchased from the junk dealer, refilled and resold with an impressive label, as "being just off the boat." On December 5, 1933, the Eighteenth Amendment was repealed, relieving the police of the duty of enforcing an unenforceable law. On that memorable night, boisterous crowds of San Franciscans bought and drank their first legal alcoholic beverages in nearly fourteen years.

Thomas P. Walsh had the unusual distinction of holding the office of Chief of Police for five days in 1928. Walsh and his family were long-time friends of the Rolph family, from the days when the Rolphs controlled the Mission Bank (now the Bank of California), on 16th Street at Julian Avenue. When James Rolph, Jr., became Mayor of San Francisco, he chose Thomas Walsh as his personal bodyguard. Rolph frequently joshed Walsh with talk of appointing him Chief of Police, a bit of humor which Walsh never took seriously. But in 1928, Chief Daniel J. O'Brien resigned. Five days lapsed between O'Brien's resignation and the appointment of William J. Quinn. Always an adroit politician, Rolph prevailed upon the Police Commission to appoint Thomas Walsh as Chief of Police for those five days. Walsh remained in Rolph's City Hall office during those five days, and the Mayor delighted in daily asking him the condition of his Department and admonishing his old friend to keep things in top-notch order. When William J. Quinn assumed office as Chief of Police on January 1, 1929, Walsh returned to his permanent rank of

Sergeant and continued to serve as the Mayor's bodyguard.

William J. Quinn was born in San Francisco on April 22, 1884. He was first employed in the Union Iron Works as a steam fitter; and, later, at age 21, he joined the police force. He received his law degree from St. Ignatius College in 1925.

Quinn was the first police chief to wear a seven-pointed star of gold designating his rank as chief. He received this emblem of office upon his appointment from Mayor Rolph and Police Commissioner Andrew F. Mahoney. Previous chiefs had worn badges of their own design.

Chief Quinn introduced modern features to the Police Department, among them the "Flying Squad," more formally known as the Side-Car Motorcycle Corps, and the use of radio.

The Side-Car Motorcycle Corps consisted of a squad of officers who patrolled on motorcycles to which was attached a side-car. One officer operated the motorcycle while the other officer sat in the side-car, a long, narrow unit attached to the cycle sufficiently spacious to permit the officer to sit upright with his legs extended. Almost immediately the irreverent citizenry dubbed the side-cars "bathtubs," and they were called such until the Side-Car Corps was disbanded. However, their use permitted the police to respond quickly to any situation, and it was a proud Chief who first officially presented his Side-Car Motorcycle Corps to Mayor James Rolph, Jr., on August 4, 1929.

Motorcycle officers wore a patch on their left sleeve which consisted of a wheel with wings and an arrow across the wheel's circle. The meaning of the emblem was that the wheel signified assignment to traffic duty, the wings represented accident investigation and the arrow designated the motorcycle.

In 1931 the pistol range was removed from the Hall of Justice and relocated at Fort Funston. Enclosed by a barbed wire fence with butts having a perfect backstop in the sand dunes, the range contained provisions for a 300- and 200-yard rifle range and a 25-yard pistol range. The sand dunes "back-stop" was reinforced by a steel wall one-half inch thick, twenty-two feet wide and five feet high.

On Thursday, May 5, 1932, police radio broadcasting began from the Department's low frequency station, KGPD, with the transmitter located in the Central Fire Alarm Station in the center of Jefferson Square. Work on this "modern" innovation was under the direction of Department of Electricity Chief Ralph W. Wiley. With the creation of the Automobile Radio Patrol Unit messages could now be transmitted both to and from motorized officers on duty. Radio cars were heavily armed and manned by two officers. Their ability to converge swiftly on a scene of trouble brought a sense of security to the City's citizens.

An interesting factor of the former radio equipment in our patrol cars was that no one on the street could hear the radio in the police

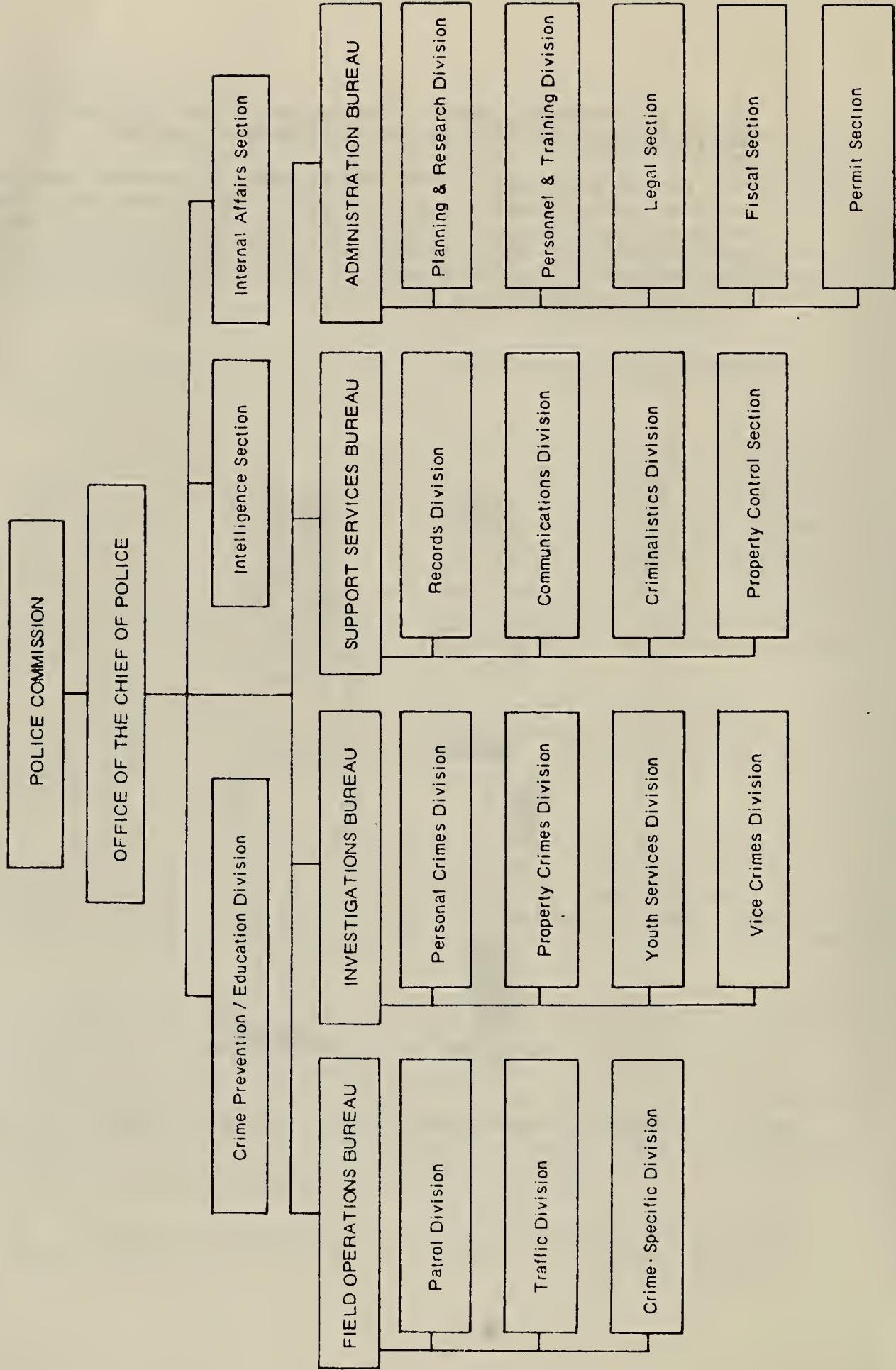
car if the driver so wished. Silencing was effected through the use of ear receivers which could be used when occasion required.

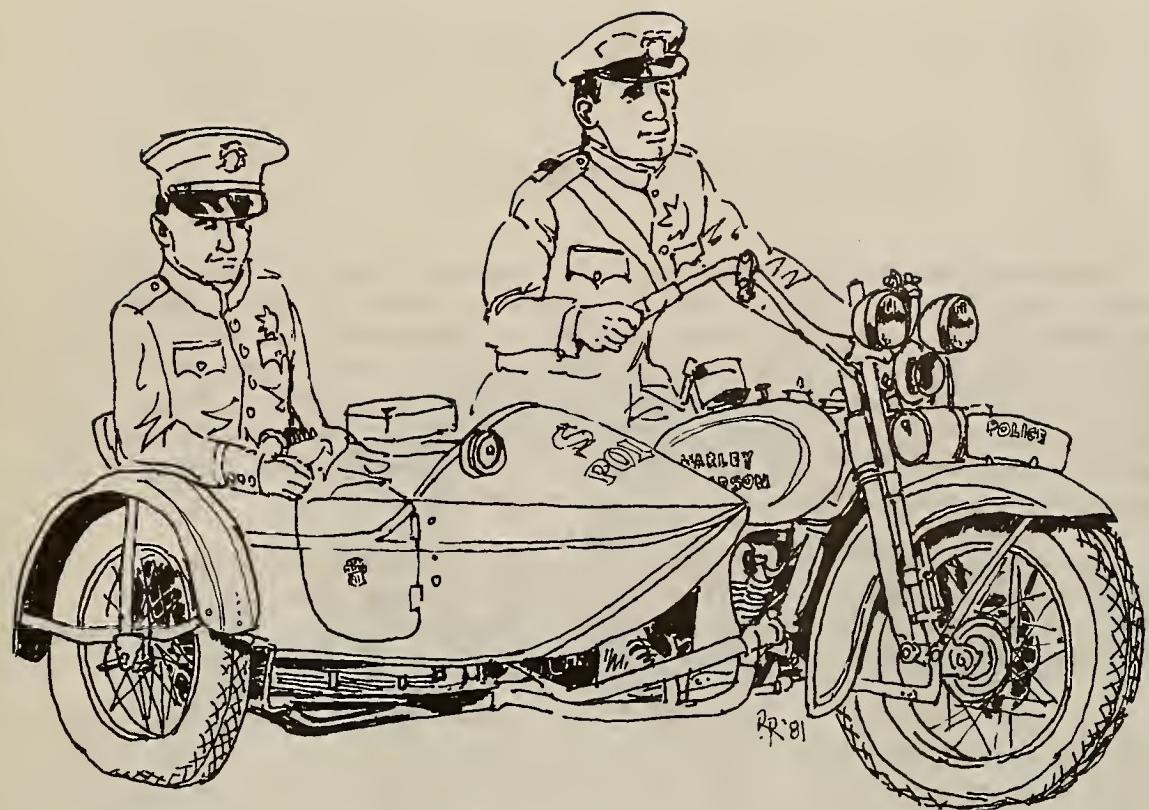
In 1932 petitions were circulated among the officers requesting adoption of a more modern uniform from the Police Commission. The request was granted and shortly afterwards the uniformed police force was outfitted in short single-breasted coats of blue whipcord with turned down collars. A Sam Browne belt and pistol holster were authorized for wear on the outside of the uniform coat.



The short single-breasted coat was adopted in 1932.

**SAN FRANCISCO POLICE DEPARTMENT
ORGANIZATION CHART**





Watch Your Step, Speeder!

The pathway of reckless speeders and motor car thieves will be more difficult than ever in San Francisco after September 1, according to orders sent out by Chief of Police William J. Quinn to members of the Motorcycle Side-Car Corps. This corps, numbering ninety men and fourteen motorcycles equipped with side cars, will cover the streets of San Francisco twenty-four hours each day.

Instructions to the officers provide for particular attention to the operations of speeders and motor car thieves taking advantage of darkness.

Street Patrol

During periods of wet weather motorcycle officers are unable to ride

motorcycles, thus leaving the streets unprotected in many districts. Under the new order of things one motorcycle side-car manned by two men will patrol the streets of each police district. Through the teletype system numbers of stolen automobiles are flashed to every police station within a few minutes.

The system arranged by Chief Quinn makes it possible for the entire squad of men to assemble at any given point within twenty minutes, the first car arriving within two minutes. Roads leading out of San Francisco can thus be blocked against the escape of motor car thieves.

CHAPTER VIII: TUMULTUOUS YEARS

Close on the heels of the repeal of prohibition was the bloody, violent waterfront strike of 1934. Riots and street fighting kept the Department busy. Policemen were placed on twelve-hour tours of duty; and the Inspector's Bureau, ordered into uniform, was dispatched to the waterfront. Policemen and strikers engaged in bloody physical battle. Tear gas was used plentifully against the strikers, who retaliated with bricks and stones. It was not uncommon to see both police officers and police horses wearing gas masks along the Embarcadero.

On July 5, 1934, when two strikers were killed on Mission Street, organized labor ordered a general strike which shut down the entire City. This drastic action brought the trouble to a head, and industry and labor settled its differences.

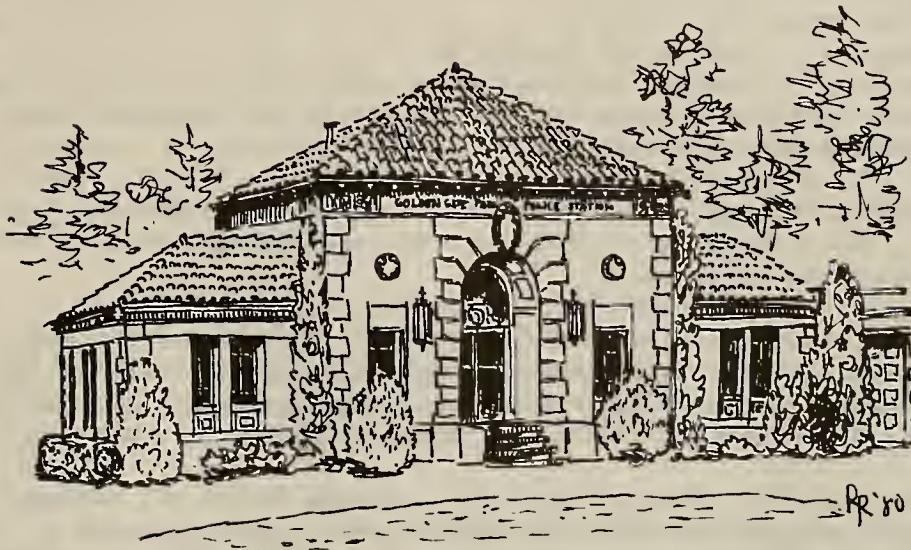
In 1936 and 1937 the Department was rocked with scandal resulting from the famous Atherton Inquiry. Charges of corruption were leveled at the Police Department. The investigation spread into allegations of police pay-offs in the fields of prostitution, bookmaking, gambling, harassment of small merchants, etc. The allegations resulted in several indictments and the restructuring of the Department, including the abolition of the "special duty officer" who reported directly to the district captain and acted as his personal investigator.

Chief Quinn, a tall handsome man, was also an accomplished speaker with a magnetic radio voice. Carlton E. Morse, who later wrote One Man's Family and gained national fame, wrote a series of radio scripts about San Francisco's Police Department. The very popular series, "Tales of the Chinatown Squad," "The Roll of Honor," and others were broadcast one night a week with Chief Quinn as its narrator.

On March 28, 1932, another police station, designed by Emil de Nuef, architect, was opened in Golden Gate Park, facing the intersection of Fulton Street and 37th Avenue. Mounted patrolmen from Taraval, Richmond and Park Stations were transferred to the new facility, known as Company "O." On October 15, 1937, the building was rededicated as the San Francisco Police Academy. Instruction at the Academy was comprehensive. The recruit was taught departmental organization, knowledge of the various laws of the United States, the State of California and the ordinances of San Francisco and pertinent decisions of Courts. The recruits received lectures from the FBI, Immigration Officials and the State Bureau of Narcotics. By the time a recruit graduated, it was said that he had "gained more theoretical knowledge from the classroom than the average policeman could get through ordinary duty in a dozen years."

In 1963 the Fulton Street Academy was abandoned, and the building was devoted to use as a senior citizen's center. The Academy was transferred to the new Hall of Justice at 850 Bryant Street where it

remained from 1963 to 1979. Today the Police Academy is located at Fremont School, 2055 Silver Avenue.



Golden Gate Park Station, later
the home of the Police Academy.

Charles W. Dullea was appointed Chief on February 15, 1940. Dullea, a former United States Marine, joined the police force in 1914 and came up through the ranks.

With the outbreak of World War II, an Auxiliary Police Unit was formed as part of the Civilian Defense Corps. These men were trained in police procedures, military drill, first aid, chemical warfare, bombs and firearms. Later in 1944, this group was incorporated into the Police Reserves. Their duties include the policing of the downtown area during congested hours and directing traffic during special events.

On July 16, 1944, the present pistol range was formally dedicated at Lake Merced. Completion of this range was the culmination of three-and-a-half years of hard work by San Francisco police officers, lead by Officer Emile Dutil. Started by the Works Progress Administration, the enterprise was suspended in 1942. San Francisco's "finest" then donned

workmen's clothes and performed the necessary construction work to ensure a modern range for target practice. Originally estimated to cost \$150,000, the range was completed at a total cost of \$96,000.

During Dullea's tenure, San Francisco had to cope not only with wartime shortages and influx of war workers from all over the United States but also with the riot of V-J Day. When President Truman announced on August 14, 1945, at 4 p.m. Pacific Coast time, that Japan had surrendered, thousands of people jammed into Market Street to celebrate; and, joined by scores of over-exuberant military personnel, a full-scale riot raged out of hand for three days. Eleven people were killed, and almost one thousand were injured.

Chief Dullea, who was quite blunt in his public comments, attributed the riot to "the unbridled and unrestrained acts of a lot of undisciplined men in uniform."

When Dullea retired from the Department in 1947, he was named to the State Adult Authority by Governor Earl Warren. In 1955 he left the Adult Authority to join Walkup's Express Drayage Company and was serving as its vice president at the time of his death, May 31, 1966.

Michael Riordan, born in the small village of Dooks, Ireland, on January 3, 1889, succeeded Charles Dullea as Chief on October 9, 1947. Chief Riordan had joined the Department on April 1, 1913, as a patrolman. He made Captain on November 7, 1927, the same year he completed his education in law and was admitted to the bar. Frank Egan, San Francisco's Public Defender, accused of and later convicted of the murder of Jessie Scott Hughes, surrendered to Captain Riordan in 1927.

When Michael Riordan completed his term as Chief on January 13, 1948, he retired from the Department and was appointed Chief Assistant Attorney General of the State of California, under Frederick Napoleon Hauser, the State's Attorney General. Upon leaving the office of the Attorney General, Riordan went into the private practice of law with James Purcell, forming the firm of Purcell and Riordan. Riordan died December 3, 1967.

Born in San Francisco, Michael Mitchell's father operated a cattle ranch at what now is 29th and Castro Streets. Evidently the life of a rancher failed to appeal to Mitchell for he joined the police force on January 1, 1908. Mitchell's career with the Department embraced tours of duty as a patrolman, an inspector, head of the Homicide Bureau and Captain. It was he who headed the security operation for the United Nations conference held in San Francisco at the Opera House in 1945. On January 13, 1948, he took the oath as Chief of Police. Mitchell's retirement was due to his having reached the mandatory retirement age of sixty-five years, on the stroke of midnight, December 31, 1950. For the short interval between the retirement of Mitchell and the appointment of Michael Gaffey as Chief, Deputy Chief James Quigley became acting chief. Mitchell died at the age of 73 on July 22, 1959.

No narrative of the Police Department could be complete without including James L. Quigley, a native son of San Francisco, born at First

and Clementina Streets on January 27, 1896. He was first appointed to the police force on May 16, 1921. Very soon after his appointment he was offering coaching classes to those interested in taking Civil Service examinations. He resigned from the Police Department to run for the California State Assembly where he served from 1928 to 1932. Following his stint in the Legislature, Quigley returned to the Police Department. He died on Thanksgiving Day, 1964, and was buried in Golden Gate National Cemetery.

On January 2, 1951, Michael Gaffey, one of nine children born to James and Bridget Gaffey in Ballinasloe, County Mayo, Ireland, was appointed to succeed Michael Mitchell. Gaffey had come to the United States in 1912 at the age of 19 years. In World War I he served with the First Division Engineers in France and won both the French Croix de Guerre and a Purple Heart.

In 1921 he joined the Police Department after having served two years as a special police officer for the Southern Pacific Company. Upon being appointed a corporal of police, Gaffey met and married Mary Cashel Whelan of Sutter Creek, California. His rise in the ranks of the Department was swift: Sergeant in 1931, Lieutenant in 1938 and Captain in 1942.

During Gaffey's administration as Chief, the Kefauver Crime Committee held hearings in May 1951 in San Francisco. Chaired by United States Senator Estes Kefauver, this special committee investigated organized crime in interstate commerce.

The Traffic and Accident Prevention detail was the first to appear in 1955 in a new uniform consisting of an Eisenhower jacket, dark blue shirt and dark blue whipcord trousers. The Sam Browne belt was replaced by a wide belt around the midriff which held holster, pistol and handcuffs.

Chief Gaffey retired November 16, 1955, on grounds of illness, having served thirty years with the Department. He died of a stroke on Saturday, March 5, 1961.

On November 15, 1955, George Healy assumed command and held the post of Chief for two-and-a-half months. He was born in San Francisco on May 21, 1891, and raised "South of the Slot." He joined the ranks June 13, 1913, and in January of 1924 was appointed to the Detective Bureau. Among his other activities in the Department were Director of Personnel and service as Captain in Charge of the Juvenile Bureau. When appointed Chief of the Department he was a 42-year veteran, with the rank of Deputy Chief.

Chief Healy had the unusual distinction of being the first man in the Department to give a blood transfusion when, on October 18, 1918, a young boy was shot at the Beach. For this action he was cited for meritorious service. He died February 2, 1971.

The political campaign of 1956 saw the Police Department and its highly publicized activities become a major campaign issue. When elected

Mayor, George Christopher, fulfilling his promise of police reform, shocked the City by casting aside the traditional process of selecting a Chief from the top echelon of the Department. His police commission reached down deep in the ranks and appointed Francis J. Ahern, a colorful detective who had been head of the homicide detail since 1947 with only the title of "Inspector." Named Chief on February 1, 1956, Ahern added to the ripples of the shock wave by appointing as his Deputy Chief his former partner on the homicide detail, Thomas J. Cahill.

Ahern and Cahill acquired national reputation as the result of their activity in handling the gangland murder in 1947 of Nick de John. This piece of work brought them to the attention of Senator Estes Kefauver and his crime investigating committee. Both Ahern and Cahill amazed senate committee members with their knowledge of law enforcement details and information concerning criminals throughout the country.

In 1956 the Planning and Research Bureau, charged with a continual study of policies, procedures, operational problems and budgeting was formed.

In that same year the Department's Intelligence Unit came into existence. This unit is directly responsible for gathering, analyzing, recording and disseminating information relating to organized crime and criminals.

On April 1, 1958, the responsibility of accounting for each and every criminal warrant issued by the City and County of San Francisco was charged to the Central Warrant Bureau.

Fate stepped in on Ahern's regime as Chief on September 1, 1958, when he dropped dead of a heart attack while attending a baseball game at Seals Stadium, 16th and Bryant Streets.

Deputy Chief Thomas J. Cahill was named on September 5, 1958, to head the Department. Born in Chicago, the red-haired Cahill was taken as a small boy back to Ireland, where he received his education. As a young man he returned to this country and eventually joined the Police Department.

Cahill's leadership as Chief spanned the longest period of time of any modern police chief. Extending to 1970, through the terms of three mayors, he became one of the City's more popular chiefs. His was a forceful personality and, coupled with his ability as a public speaker, he was very much in demand at civic events.

Chief Cahill's popularity was such that, at one point, he was widely discussed as a possible candidate for mayor. Cahill did run for public office after his retirement, being elected a member of the City's Charter Revision Committee in 1978.

In 1956 the voters of San Francisco gave overwhelming approval to the issuance of a \$19,475,000-bond issued for a new Hall of Justice.

D.W. & R.Z. DICKIE
Engineers and Naval Architects
Residence. 428 Mississippi Street
Office #113 Market St.
Phone Kearny 2907

San Francisco, Cal., March 5, 1908

William J. Biggy Esq.
Chief of Police of the city of San Francisco.

Dear Sir:-

Referring to the Police Patrol Launch the Boatbuilder, Mr. William Cryer, is making application for his first payment.

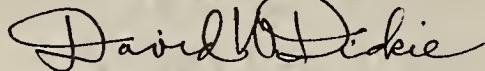
When I visited the works yesterday I found the deadwood all out and finished and fastened. All of the frames are out faired up in place and fastened. The ribbands are all on and all of the work required to be done is finished to the point required by the terms of the contract to the first payment.

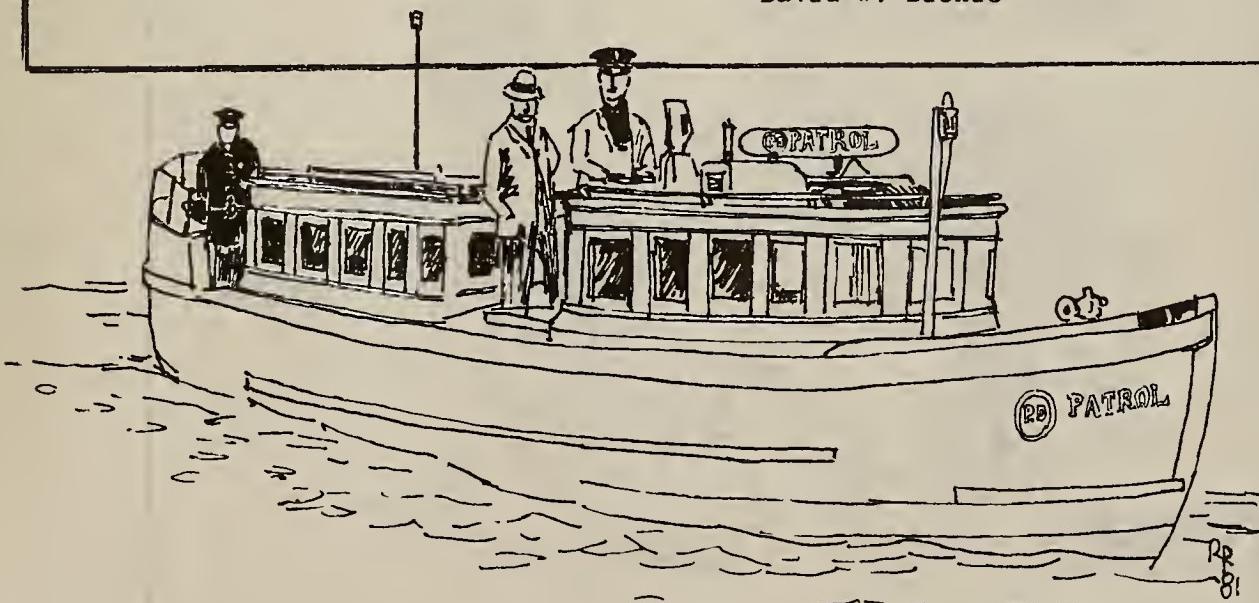
I faired up the batten which marks the upper edge of the "binder" strake which is the first strake of planking required to be put on. The planking of cedar is all purchased and is in the boatbuilder's yard. The mahogany of the cabin is the only part of the joiner work that is not ordered and this will be ordered when he receives his payment.

I visited the works of the Atlas Gas Engine Co. and found the various parts all out and being bolted together. The bedplate and cylinders are bolted together and the various valves were being bolted on when I was there. The Gas Engine people assure me that the engine will be running on the test stand in three weeks or so.

We recommend that the boatbuilder be given his first payment.

Yours respectfully,


David W. Dickie



I'M THE BOOB THAT
PUT THE **COP**
IN **COPYRIGHT!**

U.R.A.



"HAVEN'T WE GOT ANY COLOR
YOU LIKE?"

"YES-S OFFICER
BUT I HAVEN'T
GOT ANY GAS!"



A RISE IN
COPPER!

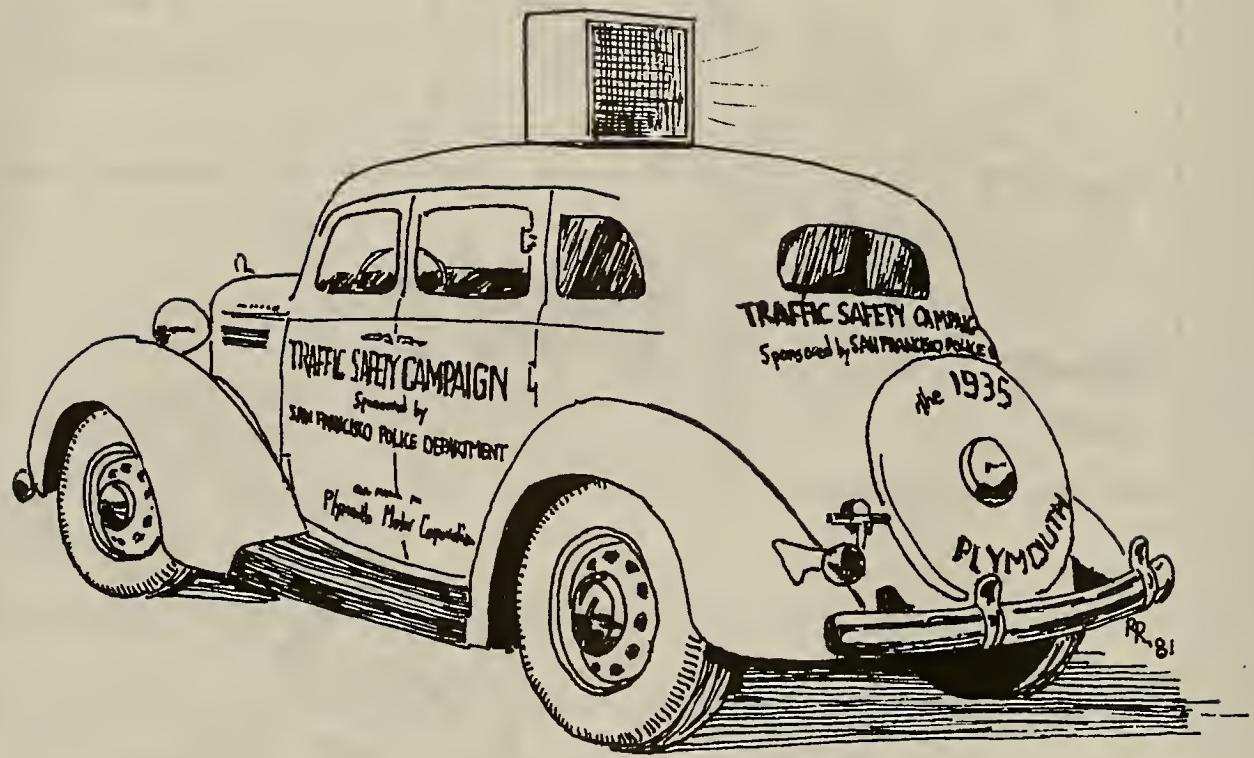


"THE
POLICEMAN'S LOT
IS NOT A
HAPPY ONE"

DON'T TELL YOUR
TROUBLES TO ANYBODY
BUT THE



THAT'S
WHAT KEEPS HIM **BUSY!**



In May, 1936, a vigorous educational drive to reduce traffic fatalities in San Francisco began. The Plymouth Police Safety Car daily patrolled the streets calling attention to traffic violations through a loudspeaker placed on the top of the car.

Located on the 7.9-acre site of the old Father Crowley Playground, on Bryant Street between Seventh and Harriet Streets, the final cost of construction was \$15,600,000. The area contains 702,597 square feet, of which the seven-story structure, 26 months in the planning, covers 566,950 square feet and houses the Police Department, Police Academy, City Prison, Southern Police Station, Police Juvenile Bureau, five Municipal Courts, three Superior Courts, Sheriff's County Detention Jail, the entire facilities of the District Attorney, the Adult Probation Department, Public Defender, Coroner, Criminal Division of the County Clerk and the Disaster Council Corps. Many of these departments had been scattered in rented quarters; all were now housed under one roof. This seven-story building also has a penthouse on the roof containing mechanical equipment. A microwave tower on the penthouse facilitates police radio communications. The building was dedicated on Wednesday, September 6, 1961.

In 1959 the Youth Service Bureau, responsible for Police Activities League (PAL), Police Youth Program (PYP), the San Francisco Police Fishing Program and the Positive Directions Program for Juveniles, was instituted.

The decade of the 1960's was a period of social upheaval. One of Cahill's most difficult police actions occurred during the House Un-American Committee inquiries which were held for a period of three days commencing May 13, 1960, in the chambers of the Board of Supervisors in the City Hall. During these three days protestors demonstrated in the building. On the third day, the Police Department cleared the building of protestors by using water hoses and man power.

During Chief Cahill's term more police-related activities were added to the Department. A Diving Unit, employing volunteers who indulged in scuba diving on their own time, was organized. This unit provided all their own equipment at their own expense.

A K-9 Corps was established in May of 1962 under the command of Sergeant Augustus Bruneman and Patrolman Arthur D. O'Keefe. In less than four months after its formation, six officers and their dogs were on their first patrol of the City's streets.

To investigate complaints of citizens against members of the Police Department the Bureau of Complaint, Inspection and Welfare was created in 1965.

In order to improve the Department's objective of crowd control during the demonstrations of the 1960's, the TAC (properly, Tactical) Squad was organized. This unit was to undergo a change of name when Chief Charles Gain changed it to the Crime Specific Task Force (CSTF). Chief Cornelius Murphy, who succeeded Gain as Chief of Police, restored the unit's designation to its original title of Tactical Squad.

In 1969 San Francisco inaugurated a Helicopter Patrol of two aircraft, five pilots and five observers. The landing sites of these two helicopters were the roof of the Hall of Justice at 850 Bryant Street and Crissy Field at the Presidio. Cornelius Murphy, who was later to be appointed Police Chief in 1980, was the lieutenant in charge of this

airborne unit. On February 12, 1971, one of the helicopters fell into Lake Merced, killing Officer Charles D. Logosa. The Helicopter Unit was eventually abandoned in 1978.

Alfred J. Nelder was sworn in as a patrolman on July 13, 1942. Twenty-eight years later, on February 4, 1970, he took the oath of office as Chief, having risen through the ranks. He, too, initiated several new procedures by activating Beach and Park Motorcycle Squads and using policemen, dressed in female attire, to act as decoys, in order to combat purse snatching. By adopting a humane approach in dealing with alcoholics, "Skid Row" types were treated at San Francisco General Hospital for alcoholism rather than being placed in the City Prison drunk tank. Nelder abolished the historic Chinatown Squad and sent his officers to school to learn both the Chinese and Spanish languages.

A few months before he retired as Chief, Nelder, along with all members of the Department, were provided with new uniforms, more suitable to the times, using blue Eisenhower jackets to affect a "new look." The police were now provided free uniforms and equipment, all of which officers had to purchase previously at their own expense.

In 1953 Chief Gaffey selected Nelder to clean up the Bureau of Inspectors when three inspectors were accused of extorting tenderloin gamblers.

In the following year, 1954, Chief Gaffey personally directed the investigation of the kidnapping of Leonard Moskowitz, son of a San Francisco realtor, with Alfred Nelder and George Murray as his assistants. The affair came to a successful conclusion when Nelder and Murray, in a patrol car, passing the intersection of Sloat Boulevard and West Portal Avenue, saw a man making a telephone call from one of the old-fashioned telephone booths of that day. What aroused their suspicion was the fact that, when the folding doors of the booth were closed to make the call, a light would illuminate the booth; the man had the door open just enough not to turn on the light. It was 1:30 a.m. when Nelder and Murray arrested the man and found incriminating notes on his person which led them to a cottage on Arbor Street where Moskowitz was rescued and Harold Jackson and Joseph Lear (who had made the telephone call) were taken into custody.

In 1969 Chief Cahill selected Nelder to command police forces at troubled State College.

When Alfred Nelder had been appointed Chief of Police, he made only one request: that Donald Scott be appointed Deputy Chief. Of Scott, Mayor Alioto said: "He's a cop's cop."

Donald M. Scott, who had been Chief Nelder's Deputy Chief, was sworn in as Chief of Police exactly 24 hours after the sudden and controversial resignation of Chief Nelder, September 3, 1971. Nelder, who had been Chief for nineteen months denied that there had been friction between Mayor Joseph Alioto and himself, but indicated that he had been dissatisfied with the attitude of the three Alioto-appointed police commissioners concerning a study of the Police Department which had been released by the Mayor's Committee on Crime.

Scott was born in San Francisco, March 4, 1915. He attended City schools and, in 1934, received an associate of arts degree from San Mateo Junior College. He joined the force in 1939 but took a leave of absence and enlisted in the Navy during World War II.

He returned to police work in 1945 and attained the rank of Sergeant in 1948. During his years on the force, Scott earned a reputation for honesty, which was best exemplified by a friend who said of him, "He wouldn't even accept a cup of coffee free on the coldest nights."

Criminal elements in the United States had developed modern methods of terrorizing peaceful citizens by their use of deadly and sophisticated weapons. To combat this trend in crime, the Police Department, on November 15, 1971, organized the Bomb Squad as an effective antidote to the criminal's use of explosives.

Scott was the first Chief of Police in San Francisco to cope with a police strike, which began August 18, 1975. The strike lasted four days, ending when Mayor Alioto used his emergency powers to settle the dispute which was based on wages.

The following year, on January 7, 1976, Scott retired.

On January 12, 1976, Charles Gain was appointed Chief shortly after the election of former State Senator George Moscone as Mayor of San Francisco. Gain had served twenty years with the Oakland, California, Police Department before being appointed that City's Chief in 1967. Subsequently, he served as under-sheriff of San Francisco before becoming Chief. He was the first Chief since Chief White's appointment in 1911 to be selected from outside the ranks of the San Francisco Police Department.

Chief Gain altered the wording on each police car from Police Department to Police Services and changed the colors of such cars from black and white to blue and white. He also caused quite a public controversy when he removed the American Flag from his inner office.

Gain was further responsible for a number of departmental changes in staffing, deployment, administration, and field officer training. He boasted that the field officer training program was "the best in the nation."

After Mayor Moscone was assassinated in City Hall on November 27, 1978, Gain prepared to leave office saying that Moscone's death meant "the end of liberalism in the City." His resignation was accepted by the Police Commission in July 1979, to become effective January, 1980.

On January 8, 1980, Dianne Feinstein took the oath of office as the first woman elected Mayor of San Francisco. The following day, the Police Commission appointed Cornelius P. Murphy as Chief of Police.

Murphy, a twenty-five-year veteran of the Department, is the son of a former Chief of Inspectors who had served the City for thirty-seven

years. The new Chief joined the Department April 7, 1952, after completing a tour of duty with the United States Air Force.

Chief Murphy, a native son of San Francisco, graduated from St. James High School at 23rd and Fair Oaks Streets and received his A. A. degree in criminology from City College.



CHAPTER IX: THE PARK MOUNTED POLICE

In April, 1870, Governor Henry H. Haight signed the legislation that created and named Golden Gate Park. The initial work began in 1871 in the Panhandle that gradually was extended until it encompassed the entire 1,013.09 acres.

By 1874, the area developed to such an extent that it was deemed advisable to have an organized park guard. Until 1900, the park was under the direct control of the Legislature and the commissioners were appointed by the Governor himself. The task of policing the park was thus left to men hired by the park commission.

As of June 1, 1874, park operations were organized into the Park Construction Department; the Park Maintenance Department and the Park Horticulture Department. The Park Keeper was in charge of maintenance and under him, the Guard Force was organized. The Guards were designated as follows: Sergeant of the Guard; Range Keepers; Post Keepers; Gate Keepers; Sergeant of Police; Police Laborers and Watchmen. The "Range Keepers" became the first mounted police of the City and County of San Francisco, with duties as follows:

"Range Keepers shall be mounted assistant keepers on guard duty, which shall require of them an active over-looking of a considerable portion of rides or drives, and the grounds adjacent thereto, of the Parks and Avenue, according to the particular assignments of territory to each."

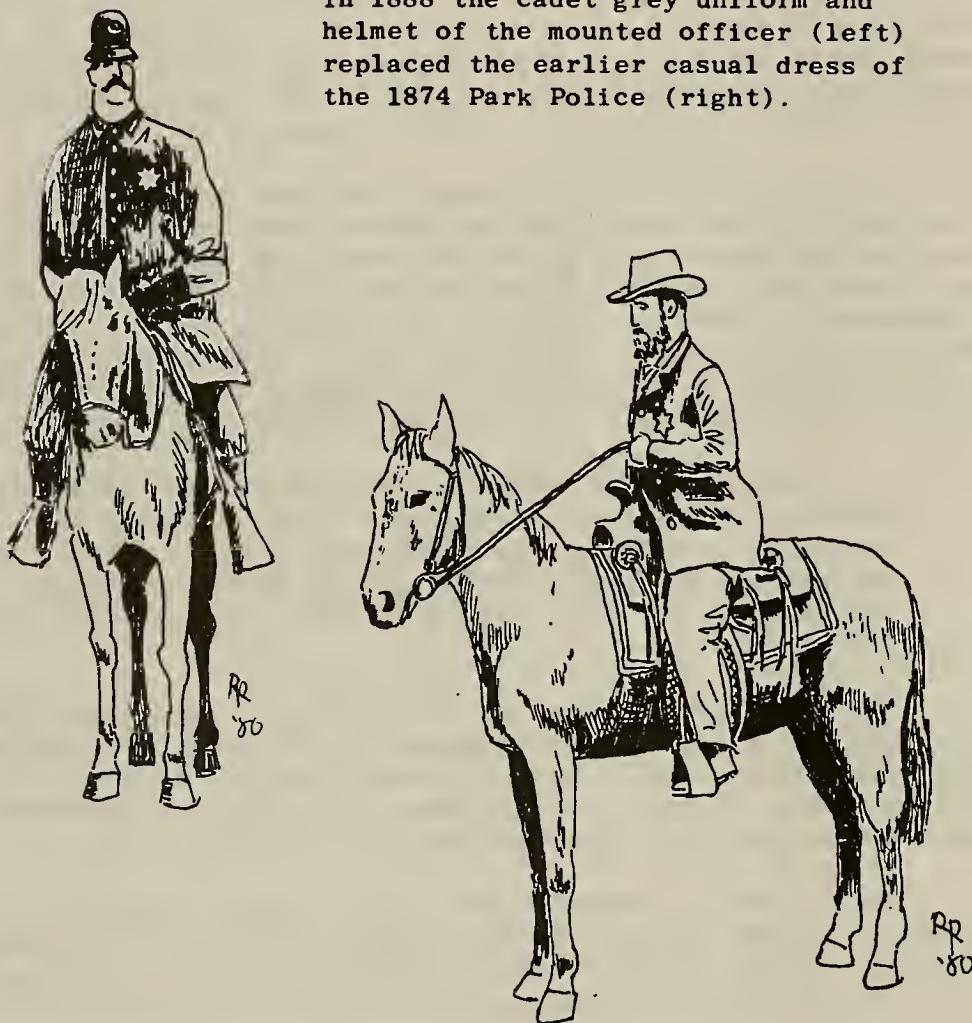
The first Range Keeper was Thomas Sloane, an ex-cavalryman who was a veteran of several Indian campaigns in the West. Several more ex-cavalrymen were hired later and Thomas Sloane became the first Sergeant of the Mounted Patrol. He was highly praised by William Hammond Hall, the Engineer and First Superintendent of Golden Gate Park.

But in 1882, Sergeant Sloane and the entire Mounted Guard in the park were fired to make room for friends of the new Park Commissioner, Frank M. Pixley. The new Range Keepers did not bring any professionalism to the force and the newspapers were quick to mention this fact.

The ever sarcastic "Illustrated Wasp" had this comment about the new Mounted Police on June 23, 1882: "Since Ralph Smith's appointment as Sergeant of the Park Police, there have been fewer deaths among the officers from being run over by horses driven at an unlawful rate of speed."

At one time, the Park Police were the best dressed defenders of law and order this side of New York City. In fact, the uniforms were identical to those used in Central Park. As of October 18, 1888, the uniform consisted of a grey helmet-shaped hat with a handsome silver wreath in front, inclosing the initials "G.G.P.P." The single-breasted coat was buttoned to the throat, and the coat and pantaloons were cadet grey in color. To go with this natty outfit was a beautiful rosewood truncheon, with belt and silver buckle. The Park Commissioners furnished the helmet and the officers were required to buy the rest of the uniform.

In 1888 the cadet grey uniform and helmet of the mounted officer (left) replaced the earlier casual dress of the 1874 Park Police (right).



On Sunday, November 10, 1889, a man drove a horse into the park with a "breaking cart." This was strictly against the rules and Captain Thomson immediately apprehended the cart, horse and driver. While he was explaining the law to the man, the unbroken horse became frightened at something and rudely ignored the officer in his haste to escape.

The Captain spurred his horse in pursuit and the race was on. Finally, the pursuer caught up with the fleeing culprit and the runaway horse was roped and the end of the riata secured to the pommel of the saddle. But when Captain Thomson tried to stop, the strain was too much and the saddle was turned, dumping the rider to the ground. The Captain sustained a broken rib, a wrenched shoulder and a lacerated face. The man in the cart went to jail.

Captain Thomson was famous for his trained horse and his beautiful silver mounted saddle and bridle. He had won first prize with his pet horse in three successive horse shows in as many years. With his \$600 in prize money he had bought the saddle and bridle and he cut quite a figure in his new outfit.

He aroused so much jealousy among the other police that in July, 1899, the Park Commission purchased Mexican saddles for the entire force and then Captain Thomson was forbidden to display his finery, except on special occasions. The new saddles were very handsome, but as of January 1, 1900, a new City Charter went into effect and the Mounted Unit came under the control of the Chief of Police of San Francisco. The Chief could not afford such a luxury as Mexican saddles for the entire force, so the new saddles were retired to the Park Lodge and a few years later, they were sold.

During this same year, Ben Harrison, the Patriarch of the buffalo herd, got out of the enclosure and the entire Mounted Police were called out to round him up. Just as he was nearing the gate of the paddock, Captain Thomson gave old Ben a light slap with the end of his riata. Infuriated, Ben whirled and tossed the Captain and his horse high in the air, horribly wounding the trained horse in the bargain. The valuable animal had to be shot and Captain Thomson was taken home with internal injuries, but he soon recovered. And the next time Buffalo Bill's Wild West Show came to San Francisco, Ben Harrison was traded for another buffalo in punishment for his murderous charge.

In the early 1890's, Central Park of New York substituted bicycles for horses to be ridden by the Police. And San Francisco at once took up the idea for discussion. It was a dismal failure. You might get an Irish Cop's foot in a stirrup, but a bicycle pedal is another matter.

Besides, the policeman was hired for his height and bulk. This presented a lot of wind resistance at high speed, with the result that the policeman on a bicycle was at a distinct disadvantage in a race with a bicycle "scorcher." Three men were finally detailed as bicycle mounted policemen, but they were soon back on their favorite horses.

On November 29, 1903, Mounted Policeman Greggains was on patrol at the beach, when he heard cries for help from strollers in the area. He spurred his horse in the direction of the cries and was told that two boys were drowning in the surf.

The boys, Walter Allen of 1151 Mission Street and Cecil Stall of 69 Minna Street were out of sight in the breakers. Rider and horse went in search and found the Allen boy, who was put back on his feet and told to

wade ashore. When the Stall boy was found, his limp body was being tossed over and over in the surf. The officer could not grasp the body from his horse, so he rolled off into the water and rescued the boy. Unable to mount with his burden in the water, he allowed the horse to tow him back to shallow water by holding to the horse's tail.

The horses were intensively trained to perform in the ocean, as well as, on the land and the officers vied with one another to see who could have the best trained horse.

On January 5, 1908, a party of revelers was returning from the Beach resorts in the wee hours of the morning, when one of the women in the auto driven by Arthur Pigeon screamed with fright. Unable to speak, she pointed to an apparition in the trees. The driver did not stop to investigate, but opened his auto to full throttle and sped away. About half a mile eastward on the South Drive, they were overtaken and stopped by Mounted Officer D. A. Daly. Asked to explain the unlawful rate of speed, the occupants all asserted that they were only trying to get away from a ghost. Back to the scene they all went to get the evidence for the arrest and there was no ghost in sight. Mr. Pigeon pointed to the spot and said, "It was a thin, tall figure in white, and it seemed to shine."

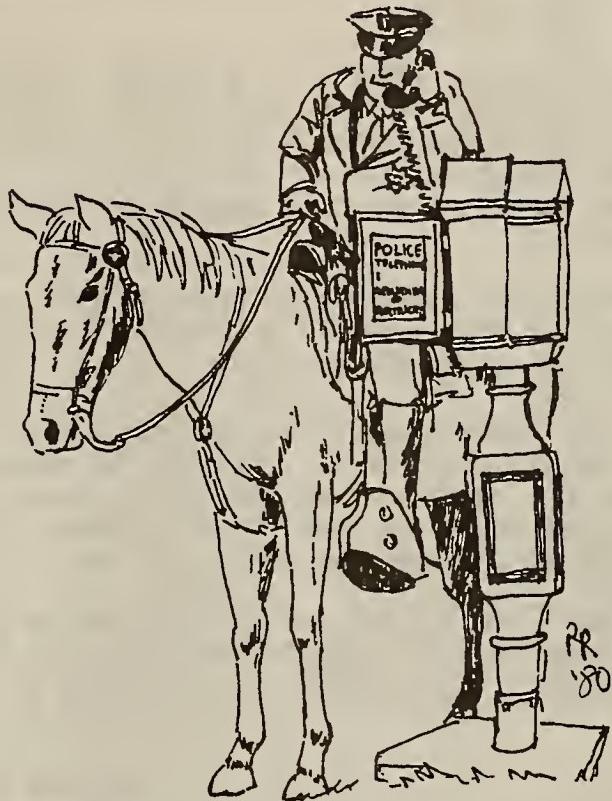
Officer Daly cantered over to the tree with drawn revolver. Then he rode around the tree and back to the auto. The evidence had disappeared. Every occupant stuck to the same story, so they were taken to the Park Police Station and turned over to Captain Gleeson, who gave orders that any ghost answering to the description was to be arrested forthwith and brought to the station.

During the month of August, 1913, Baron Munchausen, the bull moose went on his annual vacation in Golden Gate Park. When vacation time rolled around, the Baron never let a little thing like a fence interfere with his plans, and he had planned to explore the park. Mounted Policeman George Merchants found him and called for reinforcements, or in today's vernacular, "a back-up."

Sergeant Pat McGee responded valiantly with some other mounted men and together they all pursued the Baron to North Lake where he waded out into the middle of the lake and snorted defiantly at all of them. Patrolman Merchants spurred his mount to the vicinity and roped the Baron. Before he could secure the rope to the saddle, the Baron lit out for dry land, jerking Merchants from his saddle. He flew across the water after the moose, but not in a straight line, with the result that he collided violently with a tree. The officer retained enough presence of mind to take a couple of turns around the tree and some of the other officers got their ropes on the moose.

In the meantime, the commotion angered a nest of hornets nearby. Sergeant McGee was directing operations from his horse in the middle of the lake and they vented their anger on the hapless Sergeant by prodding him with their nether extremities. With a howl of pain, Sergeant McGee rolled off his horse into the water to get rid of his tormentors.

But the Baron was captured, nevertheless, and the next day he was to be seen in his accustomed haunts, gazing moodily out at the children who came to see him.



The police call box in use since 1890.

The late Fred Egan, long-time horse trainer for the Department, told me that just prior to World War I, motorcycles were also tried, to the disgust of the mounted policemen. He said the police would take out a motorcycle and ride it straight home, hide it in the basement for an hour or two and then ride it back to the park. Just before they reached the stables, they would invariably fall off, do as much damage to the motorcycle as possible, and then declare that they couldn't possibly learn to ride the thing. The horses stayed.

The present police stables are just south of Spreckels Lake, near John F. Kennedy Drive. They were built by W. P. A. workers in 1937. The stables have recently been designated as "The Fred Egan Memorial Stables," to honor the memory of the gentle horse trainer who was genuinely "loved" by all who knew him. Mr. Egan was never known to "break" a horse. He "gentled" the animals, and his demeanor had the same effect on men, as

any of the "old timers" will testify. The officers would not even swear in his presence, knowing that foul language offended him. He was a credit to his chosen profession.

In a move designed to quickly identify the mounted patrolman, the Uniform and Safety Committee approved in June 1980 a one-half inch yellow stripe to be worn on the outer seams of the riding breeches. The men richly deserve such a distinction.

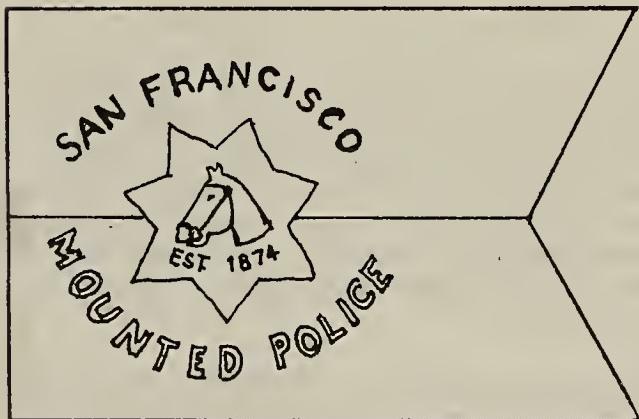
Also in recognition of its service to the City, the Mounted Patrol was presented with its own distinctive flag to be used on parade. The flag is a gift of the Native Sons of the Golden West, Golden Gate Parlor No. 29, and was presented on March 16, 1980. And so, after 106 years, the Mounted Unit displayed its own flag for the first time in a parade up Market Street on St. Patrick's Day, 1980.

The value of the mounted policeman in crowd control has been demonstrated so many times that there is no longer any question on the subject. As "public relations," the horse has no equal.

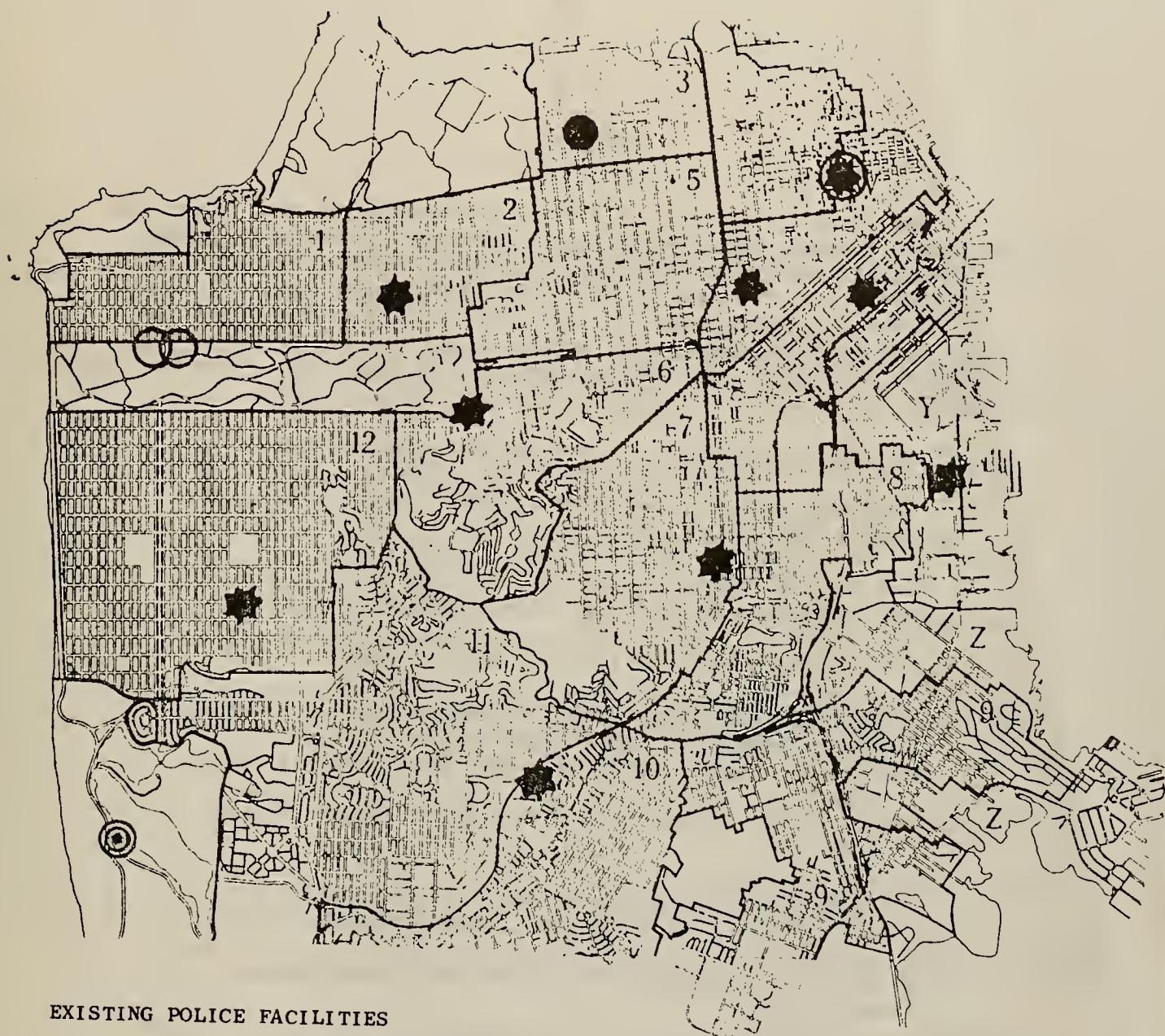
But the size of the mounted patrol varies from one administration to the other. Under Chief Cornelius Murphy, the size of the mounted patrol has been increased 80 percent, to the delight of children and grownups alike and to the dismay of the wrongdoer, who finds that the horse is upon him before he is aware of the presence of the long arm of the law.

The Mounted Policeman is just as much a tradition in San Francisco as the cable car. More than that, he is colorful, effective in law enforcement and cost efficient as well. I hope that he will always endure in San Francisco.

Raymond H. Clary
Author, "The Making of
Golden Gate Park," 1980



The yellow and blue parade flag presented to the Mounted Police by the Native Sons of the Golden West.



EXISTING POLICE FACILITIES

- ★ District Police Station
- Hall of Justice
- Juvenile Bureau
- Police Academy & Stables
- ◎ Police Firing Range
- 1 Community boundary

POLICE STATIONS

- Northern--Ellis & Van Ness
- Southern--Hall of Justice
- Park--Golden Gate Park
- Potrero--Third Street & 20th
- Richmond--Geary & 6th Avenue
- Taraval--Taraval & 24th Avenue
- Mission--Valencia & 24th Street
- Ingleside--Balboa Park
- Central--Vallejo & Stockton

ADDENDUM

The great Earthquake and Fire of 1906 destroyed many public and private records. Frequently, to the researcher, this catastrophe represents a wall beyond which such records cannot be found. Among such records are the fates of most of the following police stations, all of which existed, some briefly, some for a long period of time.. Why they were abandoned we may probably never know but, for a more complete history of the San Francisco Police Department, they are listed below:

536 California Street. Known to be active in 1903.

Chinatown Station. Location unknown. Probably existed only in 1900.

Bush Street Station. Built in 1923 at O'Farrell and Divisadero Streets and later demolished for housing.

Fifth Street Station. Known to exist in 1897.

Folsom Street Station. Name changed in 1893 to Southern Station. Located at 827 Folsom Street. (Did this station eventually locate at Fourth and Clara Streets?)

Fourth Street Station. At Fourth and Harrison Streets in 1880.

Hayes Park Station. Was located at Octavia and Tyler Streets in 1880. Tyler Street is now Golden Gate Avenue.

Jones Street Station. 1865. Located at Pacific and Jones Streets.

North Harbor Station. 1895. Location unknown.

Ocean View Station. Existed following Earthquake and Fire until 1910.

O'Farrell Street Station. Existed following Earthquake and Fire until 1914 when it was reduced to a sub-station. It is quite probable that it became Bush Street Station.

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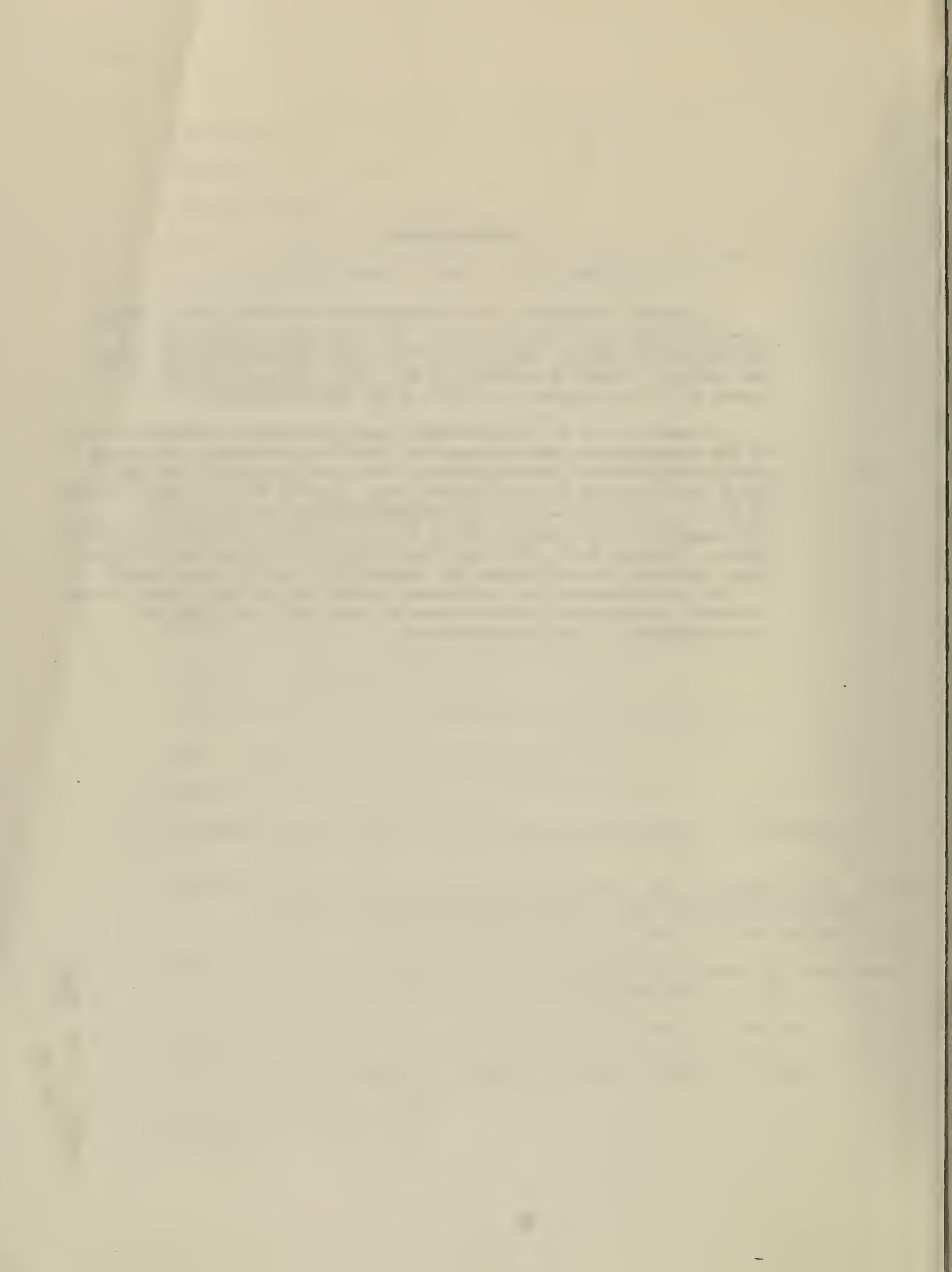
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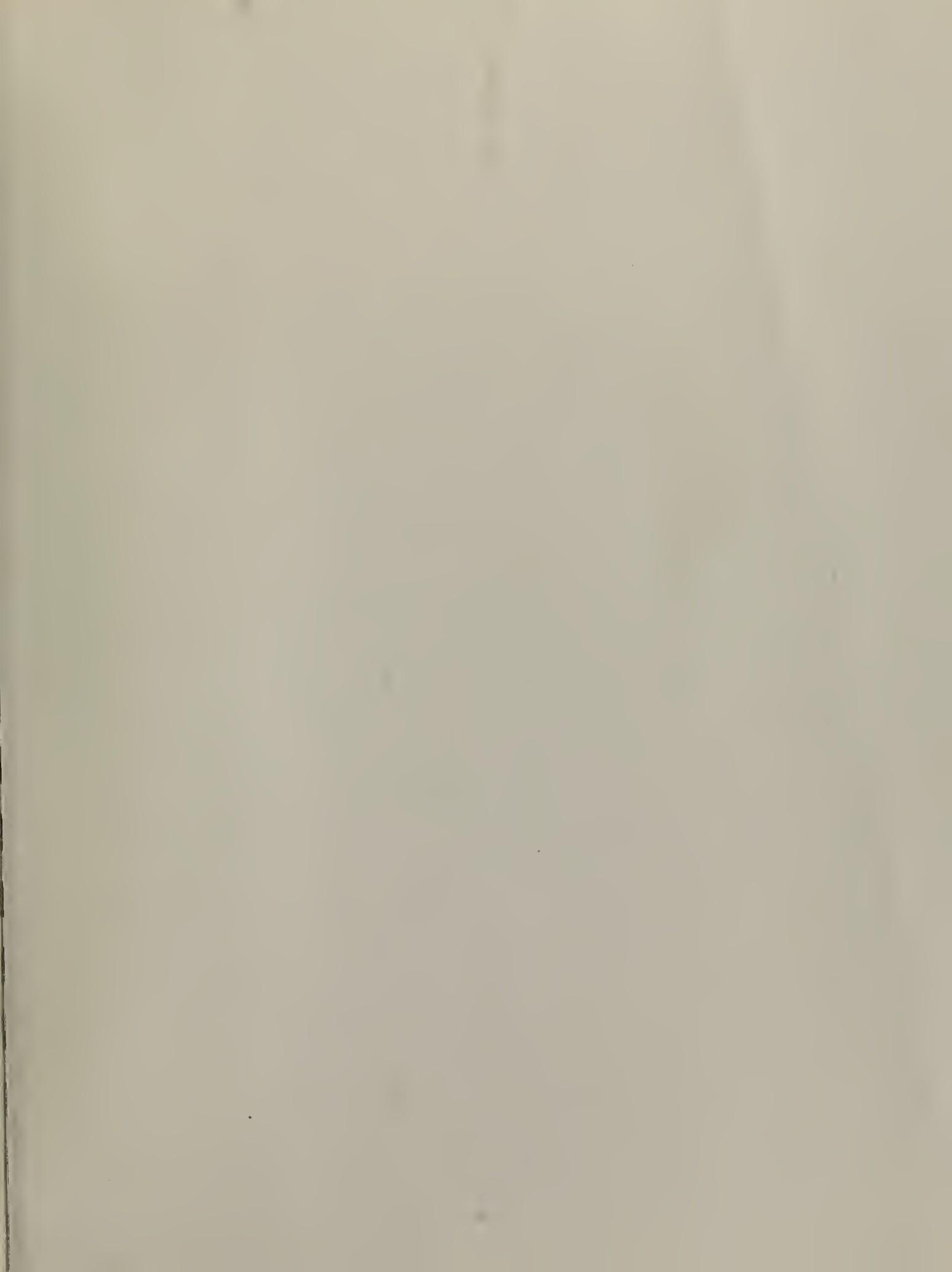
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A complete account of the development of San Francisco's Police Department has never been written. This failure to chronicle the activities of such an important part of city government has prompted the author to render an account of who, what, when and why of the growth of law enforcement in the City by the Golden Gate.

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